

# The Hongkong Telegraph

## MAIL SUPPLEMENT.

(ESTABLISHED 1861)

NEW SERIES No. 5788

號四十月五年四十三緒光

FRIDAY, JUNE 12, 1908

五拜禮

號一十月六年六十八百九千一

Single Copy, 25 CENTS

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected M.A., nor to return any Contribution.

### CONTENTS.

#### Births, Marriages and Deaths.

##### Leading Articles:—

The All-Red Route.  
Chinese Labour in India.  
The Navy League.  
The Opium Campaign.  
Japanese Financial Readjustment.  
A Question for Property-owners.

##### Telegrams:—

The Tatsu Maru Affair.  
The Opium Campaign.  
China's New Navy.  
Shanghai Difficulties.  
Constitutional Government.  
Yuan Shih-kai's Son.  
Tung Fang Impeached.  
Colonel Martin Drowned.  
Press Laws.  
Hankow-Szechuan Railway.  
Chinese Telegraphy.  
The Yunnan Riots.  
China's National Debt.  
Riot at Soochow.  
Hongkong Maru Ashore.  
Sudden Death at Shanghai.  
Anti-Christian Riots.  
Female Education.  
Switzerland and China.  
Lottery and Opium.  
The Emperor of China.  
Land Subsidence.  
The Yunnan Rebellion.  
Germany at Teikwang.

##### Meetings:—

Legislative Council.  
Eastern Extension Telegraph Company.  
Manchester Chamber of Commerce.  
Kulanga (Amoy) Municipal Council.  
Legal-Intelligence:—  
The Suiho Murder.  
An Immigration "Agreement".  
The Florida Water Case.  
An Advertising Dispute.  
Proposed Judgment Reversal.

##### Policies:—

Alleged Larceny of a Cheque.  
Robbery on the Canton Wharf.  
Scene in the Post Office.  
A New Regime.  
A Good Capture.  
Chair Coolies' Behaviour.  
Burglar Captured.  
A "Wily" Coolie.

##### Correspondence:—

A Legal Anomaly.

##### Miscellaneous Articles and Reports:—

The Pawan Disaster.  
A Sensational Incident.  
Portuguese Consulship.  
The Tatsu Maru Affair.  
The Bakara's Boy.  
Suicide on the Korea.  
An Echo of the Russo-Japanese War.  
The Japanese Boycott.  
Hongkong Volunteer Reserve Association.  
Hongkong's Shipping.  
Alleged Highway Robbery.  
How Chinese Boycott the Goods of Japan.  
Dock Co's Opportunity.  
Opium Houses in Shanghai and Hongkong.  
The American Fleet.  
The Civil Service Estimates.  
A Scientific Discovery.  
West River S. Co.  
The Straits Sunday Labour Ordinance.  
Accident at Causeway Bay.  
Hongkong Gymkhana Club.  
The Late Colonel Martin.  
Inspector Warnock's Retirement.  
Sampan Capsized.  
Chinese on British Ships.  
Worries of Housewives.  
Golf.  
The Plague.  
Volunteer Corps Orders.  
Canton Day by Day.  
The Opium Campaign.  
China and Japan.  
Gunboat Squadron for Shanghai.  
The Anti-Opium Crusade.  
Death of Captain J. C. Williamson.  
Another Hankow Riot.  
A Shanghai Wedding.  
A Hongkong Chinaman.  
Opium Prohibition.  
Yunnan Aftermath.  
Suicide in Tokyo.  
The Japanese in Manchuria.  
The Nippon Yusen Kaisha.  
The Collyer Yaro Lottery Scheme.  
The New Imperial Yacht.  
Shipping Subsidies in Japan.  
The Freedom of the Press and Speech in Korea.  
Sugar Manufacture in Japan.  
Japanese Yarn.  
The Sugar Trade.  
The Japanese Exhibition.  
Japanese Trade.  
The Match Industry.  
The Cattle Trade.

##### Commercial:—

Weekly Share Report.  
Yarn Market.  
Exchange.  
Local and General.

### The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JUNE 12, 1908.

THE ALL-RED ROUTE.

(6th June.)

In no part of the world is the All-Red Route idea more in evidence than in Canada, where the Imperial sentiment reigns supreme. Despite the vagaries of Kipling's genius, particularly with respect to the feeling in Canada—and Kipling had to atone for what Canada considered a grudge on account of his poem which seemed to describe Canada as the land of ice and snow—the true Canadian has ever entertained a real regard for the mother country and her colonies. This is evidenced from the fact that Vancouver considers herself allied rather to Hongkong than to Yokohama, Kobe or Shanghai. On the question of the link which joins this Colony to Vancouver, the world, of that important port, has some interesting comments which are bound to interest people in Hongkong. The quotation to which attention may be called runs in the following terms:—Whether it be the all-dominating sentiment for economy, or that the Imperial Government, like Mr. Wilkins Micawber, is pausing preparatory to a great spring forward, the fact remains that the "Overseas Mail" is not now in operation. The train which ought to have left Montreal last Friday did not leave because the money, which makes both trains and mares go, was not forthcoming. There is some ground for the hope that the non-renewal of the subsidy is less due to an indisposition on the part of Mr. Asquith's administration to renew it than to sheer indifference and that the matter will be rectified in time to permit the despatch of the "Overseas Limited" as usual next month. In the absence of information as to the causes underlying the failure to renew the subsidy for a service which was doing much indirectly to bring about the federation of the Empire, comment must necessarily be largely reserved. We may point out, however, that the conditional promise of an All-Red mail service some day in the indefinite future will not prevent the loss of the advantages which the Empire at large has gained by the institution of the "Overseas," while, on the other hand, if the cessation is merely temporary it ought never to have been permitted to happen at all. We have always given cordial support to the All-Red project, but we have not been oblivious to the justice of the contention of the C. P. R. that a service instituted in competition with the pioneer lines which have done so much to build up an inter-imperial route, in the face of the splendid subsidies paid to steamers sailing to American ports, would be grossly unfair, and we are glad to see that Lord Strathcona disavows any such proposal. An intermission, however, in the subsidies, if prolonged during the period necessary for the formulation of an All-Red scheme, will occasion the loss in the meantime of the valuable advertising of the route, which the "Overseas" is providing. More than that it will be the occasion of incalculable loss of a kind not to be estimated in concrete terms. The prairies are filling up with Americans and other aliens who have yet to learn the meaning of the Imperial sentiment, and surely it is worth something to have them feel the thrill of pride in their new country which those born under the flag feel when the swift train which is the connecting link between the greyhounds of two oceans flashes from horizon to horizon. Man does not live by bread alone even on the wheatfields, and there is something in the dashing passage of His Majesty's mails, en route from London to Hongkong, something in the visible blinding of the ends of the earth by a great Imperial highway, something in the idea that one may follow the setting sun halfway round the world without leaving the Imperial jurisdiction, which appeals to the imagination of native-born and immigrant alike and gives both a realising sense of the unity and splendour of the great Empire to which they belong. The "Overseas Limited" and the racers on the All-Red may not pay big dividends in new business yet awhile, but they are the apparatus of object-lessons in Imperial citizenship which cannot be said to have a higher value because they have a value which is not commensurable with commercial value at all.

### CHINESE LABOUR IN INDIA.

(8th June.)

The question of Chinese labour has recently been agitating the seamen of Great Britain, while in other countries the entire range of industries which have been invaded by the perniciolous Orientals has been repeatedly under consideration. One of the stock arguments against the employment of Chinese labour by European firms is that the frugality of the Chinese and their manner of living enable them to work at wages which would mean starvation for the white labourer. It is also contended that the long hours which the Chinese workmen will cheerfully submit to and his patience under all sorts of conditions make him a formidable and undesirable intruder in a market which is dominated by organised unions. It is not often, however, that a tribute is paid to the quality of the work produced by the Chinese artisan, and for that reason a speech which was recently delivered in the Hongkong Legislative Council by Mr. Larmour should prove of special interest to the people of Hongkong and to all those who are affected by the use of Chinese labour. In referring to the question of Chinese labour in Bengal, Mr. Larmour said: "It is certainly a fact which my experience has proved that Indian, or more strictly speaking, the Bengali, carpenter is being slowly but surely supplanted by his Chinese competitor. What the Chinaman's system of training may be I am not in a position to say, but it undoubtedly is far superior to anything that the Indian carpenter can or does get. Again, speaking from my own experience, this gradual dying out of the Bengali carpenter is very materially due not only to his lack of training but also to the disinclination of parents to let their children follow the calling of mechanics. I have known several instances of Bengali carpenters in my own employ bringing their sons to me to be taken on as clerks in my office, with an entrance or first-arts qualification. Twenty-five years ago our workmen were nearly all Bengali Hindos, and there was not a single Chinaman in our employ and one or two Mohammedans. Now we have a large number of Chinamen, and among the Indians the Bengalis are in a very small minority. The Chinaman, it is true, gets larger wages, but he earns his money to the hilt, works steadily, takes only one or at most two holidays in the year, is sober, punctual, and intelligent, and does not need to be continually urged to his work. The Bengali, I am constrained to say, is very much to the contrary. He gets small wages certainly, but he earns for his employer even less than he gets. As a rule he takes little or no real interest in his work, and if not carefully watched will scamp his job. This, therefore, is an argument which forcibly brings to the front the necessity that exists for some system of training that will improve the status of the Indian mechanic. We are not surprised to learn that the Chinaman is far superior to the Indian in the matter of turning out good work. Evidences of what the Chinese carpenter can do in the way of fancy work is before us daily. But it is seldom that the charge is made against the Chinese that they command better wages than their competitors. Rather they have been described as blacklegs, willing to work for a pittance sufficient to keep body and soul together. In one country, however, it is clear that they stand at the top of the market as wage-earners, and we may be quite certain that their services would not command high prices unless they were well deserved."

### THE NAVY LEAGUE.

That the Navy League has been passing through troublous times during the past year has been manifest to all who have watched the course of events. It was apparent that a section of the members was bent on utilizing the League as a political instrument to advance the Unionist cause in Parliament. Any stick is good enough to whip a dog with, and the League was to be the stick with which the "patriotic" of Great Britain were to flog the Liberal Government. As the result of the very decided opinion expressed by a majority of the members that the League should carefully abide by its rule to be "absolutely distinct from all party politics," several of the more bigoted members threw up their membership and seceded from the League. The fact is admitted in the annual report which has just reached us, but the belief is held that the prospects of the League never appeared more hopeful. One of the rules of the League is to the effect that naval matters should be urged on the attention of public men and in particular on members of Parliament. Emphasising that point the report observes that "during the past twelve months a considerable amount of discussion has taken place as to what the functions of the League really are. A section of its members were of opinion that it was the duty of the League to be continually agitating on some point or other. They appeared to think that the League should consider its position with regard to the Board of Admiralty as similar to that of an Opposition with reference to a Government; but an overwhelming majority of the members declined to endorse this, and were of opinion that the position of naval affairs was not then such as to warrant an attempt to raise a public agitation. The correctness of this opinion seems to have been proved by the fact that no man of eminence or public position stood up on a public platform for the purpose of declaring that the condition of the Navy was, as a whole, unsatisfactory. On the other hand, a close and careful analysis of the various fleets of the world, taking all factors into consideration, showed that the relative superiority of the British Navy was unimpeded, and that the two-Power standard was actually maintained." That should afford interesting reading for those who clamoured about the fatal results which were bound to flow from the action of the Ministry in keeping the cost of the Navy within reasonable limits. All the talk about playing into the hands of Germany was, it seems, mere wind. Under the heading of "The state and condition of the Navy" reference is made to various naval stations; but there is no mention of Hongkong, or of the withdrawal of the battleship squadron from the China Sea. It is related that when Sir John Fisher in 1904 undertook the duties of First Sea Lord of the Admiralty, the Navy was undergoing many and drastic changes, not only in its personnel, but in its general administration. In other words, a national stock-taking was to be held; the result of which was that many overseas dockyards and naval stations were done away with and abolished, the expense of their upkeep being saved. Notably may be instance the case of Trincomalee, which, admitting as a base for sailing ships, would have cost a vast amount of money. This led to the transfer of the naval base to Colombo both ways, and, in some ways, economical, whilst no sacrifice of efficiency was entailed thereby. With regard to the matter of the naval arrangements made by the Canadian Government, the Dominion of Canada is now turning its attention to the question of sea power, recognizing that Canada must take its share in the maintenance of the integrity of the Empire. The fact might also have been recorded that Australia is determined to have a Navy of her own in order to guard her shores presumably against a Japanese invasion. It is a somewhat astonishing fact that such an important circumstance should have been passed over, but the report is full of omissions of no less interest. Germany as usual is held out as the bugbear of English Naval expansion, although no mention is made of the fact that the deficit between the revenue and expenditure of the German Empire for the past twelve months was something like £50,000,000. The report calls aloud for the expansion of the North Sea Fleet in order to thwart the machinations of Germany. From the League's point of view alarmist stories may mean good business, but why should Germany be perpetually dragged into the limelight as if she were the only country in the world that Great Britain has to guard against? Germany has more to lose by an unsuccessful attack on Great Britain than she could hope to gain if the raid proved to be successful and despite all the cries of the so-called patriots the Empire of Great Britain is not to be swept to atoms in a single day, even if a German Army were landed at Yarmouth and the North Sea squadron wiped out of existence. The balance sheet of the League shows £547 at its credit.

### THE OPIUM CRUSADE.

(10th June.)

Sir Frank Swettenham's letter to *The Times* on the subject of the recent resolution of the House of Commons concerning the Opium Trade, drew attention to the difficulties attending all attempts to prevent opium-smoking, as well as to the loss of revenue which prohibition will inflict upon British India. The only effective way to prohibit the consumption of opium is to prevent its cultivation in the districts in India, China, or Persia. There is the danger of resort to alcohol, and when Asiatics take to excess in alcohol they are prone to lose all self-restraint far more rapidly than Europeans. In Penang and Singapore, at any rate, the facilities for exchanging one vice for the other appear to be singularly extensive. As *The Times* in its own leader remarks, it should be deplorable if the British Empire should lag behind China and retain a system of licensed opium dens in our Eastern Colonies. But, as Sir Frank Swettenham points out, when the mover of the resolution urged that the question of opium was a matter of right and wrong, he offered a very incomplete statement of its realities. Colonel Seely was compelled to admit in the debate that, though the righteousness is on our side, the money happens to be that of other people. The House of Commons is a little too ready to uphold the righteousness that exalts a nation at the expense of people who are not always eager or able to bear the cost incidental to movements of moral regeneration. Sir Frank's last paragraph is put in his well-known caustic style. He virtually suggests that the opium problem is a matter of the British taxpayer should be providing the money. As either is to lose so much of their revenues by the moral resolution of the House of Commons, the Chancellor of the Exchequer and the Colonial Secretary would inform them that they need no longer pay 20 per cent, or 17 per cent, of their revenues, as a military contribution. Those who passed the resolution would then be paying for the privilege of their convictions. There are already symptoms of chaos in the air if the Government is not ready to compensate the farmers for the balance of their term. With *The Times*, the *London Express*, which we quote, trusts that when the Government took the decision, and in itself entirely laudable, step of ordering the opium dens in Hongkong to be closed, it took care to be assured that the finances of the Colony could be adjusted without prolonged difficulty.

### JAPANESE FINANCIAL READJUSTMENT.

(11th June.)

The question of financial readjustment is nowadays almost a perennial topic of discussion in the columns of the vernacular Press in Japan. *The Chronicle of Kobe* says: "The difficulty of post-bellum finance became apparent, remarks the *Mainichi Shimbun* in the 39th (1906-7) fiscal year, when the Government appropriated a large amount of the surplus of the war expenditure. Subsequently the Government was compelled to abandon its loan projects, to consent to the postponement of Government undertakings and to have recourse to a further increase of taxes. All these expedients have, however, had little effect in saving the situation. The present embarrassment is due to the reckless expansion of the Government's expenditure regardless of the real financial power of the nation. The Government appears disposed to regard the industrial sector that began some time ago as responsible for bringing about the existing state of affairs, but the real responsibility rests with the Government, who not only

raised loan after loan in quick succession and carried out the expansion of the Army and Navy to an undue extent, but also accomplished the nationalisation of railways in face of much opposition. All the remedial measures now being adopted by the Government are of a temporising nature and are not calculated to place the country's finances on a really sound foundation. It is not likely that the financial stringency will be relieved even though the condition of economic circles be improved, and so long as the national finances remain weak and vacillating a speedy resumption of economic activity can hardly be expected. A really effective remedy for the financial malady, continues the *Tokyo Journal*, can only be found in the introduction of drastic measures. That is the Government should readjust its finance so as to keep the expenditure strictly within the revenue, and at the same time provision should be made for the annual refunding of the loans so that the greater portion of the latter will have been redeemed twenty or thirty years hence. Apart from the expenditure of the Army and Navy, what proves the largest drain on the treasury is payment of interest on the loans. The existing loans aggregate 2,000 million yen in amount, and when to this is added the railway nationalisation loan amounting to 500 million yen, the total will come to 2,500 millions. The annual payment of interest on these loans will not be less than 100 million yen. It is proposed to pay interest on the railway loan out of the profit accruing from the railways, but in the present state of things this will be impossible, as the railway profit is insufficient to meet the expenditure required for the improvement and repairs of the permanent way and rolling stock. When everything and every possibility is taken into due consideration the only way out of the difficulty must lie in the readjustment of the loans and a reduction of the military and naval expenditure. Again, this will be the only way to maintain the financial credit of the country at home and abroad. If the Government continues to seek a temporary relief by its bolstering-up policy, the financial straits will become still more entangled a few years hence and may reach a stage where no measure of remedy will be of avail.

### A QUESTION FOR PROPERTY-OWNERS.

After reading the speeches delivered at the Legislative Council yesterday on the subject of the compensation which it is proposed to award those property-owners whose houses may be reduced in size, the average reader will wonder why Mr. Pollock, the champion of the proletariat, should have remained quiet. At every turn Mr. Pollock's name creeps up. It was introduced by the Governor when he referred to the vigorous address of the hon. member last year on the subject of sanitation, and the arguments then used were employed against his present attitude. We hold no brief for Mr. Pollock, but we suspect that since those early days of his career at the Legislative Council his views have altered. If any other conclusion can be arrived at, of course we are open to conviction, but at the two meetings which have been largely devoted to the consideration of this "third storey" idea Mr. Pollock has been to all intents and purposes a passive listener. On the other hand, the new blood in the persons of Mr. Murray Stewart and Mr. Slade has been exactly the reverse. Somehow or another Mr. Stewart has become the mouthpiece of the unofficial members, and it was rather amusing, not to say instructive, to notice how he won his colleagues to his side, and how his ideas were bolstered up with facts by the civilian element in the Council. The Governor in his introductory address, which was evidently a carefully prepared statement, made no allusion to his personal views; but rather threw the onus of the Bill on the speakers who addressed the Council a year ago. It is true he expressed the thought that the clause should recommend itself to the Council, and that he trusted the members would adopt it unanimously; but it is not the Governor's clause, and we are in the dark as to whether it is the Governor's idea regarding the panacea. The great point of the Governor's speech, and we quote from Hansard, ran in the following terms: "The third point I ask you to look at this clause from, is: Will this scheme involve the Government in a heavy expenditure beyond the resources of the Colony? I have already pointed out that it is much less costly than the present alternative of resumption and it can be applied piecemeal. I invite your attention to the fact that the clause reserves to the Government in Council the right to put the scheme into operation or not. It cannot be forced upon Government either by an owner anxious to secure the improvement of his property on the one hand or on the other by the Sanitary Board anxious to improve the general sanitation of the Colony to an extent which the revenue cannot bear. In vulgar parlance, are we any forerider? Is this not a suggestion that the Government has no idea what the expense will mean to the Colony—not to the well-to-do property owners but to the ratepayers who have to fish for every penny they make? Where is the guarantee that the scheme will not cost much as or more than the resumption of congested areas? Neither was the answer to the question why if this scheme was so advantageous to property owners had they failed to recognize it in the past very convincing. We are told that under the present Bill the landlord is to obtain an increased rental and if this proves correct all may be well, but we have only a problematical question before us and even the Colonial Secretary

is not infallible. Mr. Murray Stewart in his address withdrew most of the objections to the clause which he had formulated at the previous sitting, but we are inclined to believe that he was actuated more by the idea that it was useless to run his head against a stone wall than because he was convinced of the excellence of the Government's proposal. The question of the probable effect of the new clause on investments in property still remains. And as everybody knows the property market has been in a very depressed state for the last few years. Anything that adds to the intricacies of the problem whether it is a wise investment in property is bound to have an injurious effect on the market, and at a time when the assessed value of land and houses in Hongkong is stationary, and buyers are the reverse of importunate, a proposal to import new conditions into the purchase of property is of extremely doubtful benefit. Mr. Stewart was curiously optimistic on the subject, but no doubt he had adequate grounds for his optimism. In his own words, "the element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. I understand that the opinion of these recognized authorities on property has undergone considerable modification as a result of the concessions made in the matter of compensation, and that in their opinion the remaining objection is not serious enough to warrant continued opposition to the proposal. In these circumstances, I do not feel justified in pressing my individual objection to the clause on this ground. I object in principle to the imposition of vague and indefinite contingent liabilities upon any property of any kind unless it can be shown to be an absolute necessity of the public welfare. I am not persuaded that this necessity has been made out. But I am not prepared to ride my own idea to death." So that Mr. Stewart still stands in the position he took up at the previous meeting of the Legislative Council. All that has been gained by the opposition to the clause is a question is an elaboration of the authority responsible for the demolition of certain buildings in Hongkong. Whether that concession will suffice to meet the designs of the resumption scheme, whether it will tend to the eradication of plague in the Colony, still remains to be seen. After all, the supreme power rests with the Governor-in-Council and how the Governor-in-Council arrives at his decisions nobody can tell.

### Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE "TATSU MARU" AFFAIR.

INDEMNITY CLAIM.

(By courtesy of the "Shuang Po.")

Peking, 6th June.

Japan has telegraphed to China that the repairs to the s.s. *Tatsu Maru* No. 2 have been completed. An indemnity of about two hundred thousand dollars has been claimed from China.

THE OPIUM CAMPAIGN.

ANTISMOKING REGULATIONS RECEIVED IMPERIAL SANCTION.

(By courtesy of the "Shuang Po.")

Peking, 6th June.

The Board of Civil Affairs submitted, on the 4th inst., the anti-opium regulations.

The code contains nine clauses with twenty-three sections. The regulations have received imperial sanction.

CHINA'S NEW NAVY.

PROPOSED APPOINTMENT.

(By courtesy of the "Shuang Po.")

Peking, 6th June.

H. R. H. Prince Ching has recommended H.E. Yuan Shih-kai for appointment as First Lord of the Admiralty which is proposed to be created for China.

SHANGHAI DIFFICULTIES.

QUESTION OF FOREIGN BOUNDARY.

GERMAN ASSASSIN'S ADVICE.

(From Our Own Correspondent.)

Shanghai, 6th June.

12.50 p.m.

The Chinese constable who was arrested in Chakiang Road yesterday morning was brought before the Magistrate's Court this morning. The Magistrate has submitted that the constable should be released pending



the settlement of the question as to the policing of the Chinese and foreign boundary of Shanghai.

The German assessor refused to accede to the proposal and the accused was remanded in custody, pointing out that two of the police witnesses had failed to make their appearance before the Court.

He also advised the Chinese to cease the work of policing the district in question, pending a settlement of the whole question.

### CONSTITUTIONAL GOVERNMENT.

#### KWANGTUNG DELEGATES IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 7th June.

The bearers of the memorial, on behalf of the people of Kwangtung, praying for the establishment of Constitutional Government, arrived in Peking on the 6th inst.

### YUAN SHIH-KAI'S SON.

#### APPOINTED OFFICER OF THE GRAND COUNCIL.

[By courtesy of the "Sheung Po."] Peking, 7th June.

Yuan Hap-wong, son of H.E. Yuan Shih-kai, has received an appointment to the Grand Council.

On the 5th inst., he returned thanks to the Throne for the appointment.

### TUANG FANG IMPEACHED.

#### INVESTIGATION PROCEEDING.

[By courtesy of the "Sheung Po."] Peking, 7th June.

Choy Kam Toi has impeached H.E. Tuan Fang, Viceroy of Liang-kiang.

The memorial is treated as confidential.

In consequence of the impeachment Taotais Shun Ting-lam and Wong Siu-in have been ordered to make inquiries.

Chen Kwei Lung, Viceroy of the Hukwang provinces, has been commanded to conduct secret investigations and report accordingly.

### COLONEL MARTIN DROWNED.

#### SAD TERMINATION TO HOLIDAY IN JAPAN.

[From Our Own Correspondent.] Shanghai, 8th June, 11.15 a.m.

Colonel Henry Martin, P.M.O., South China Command, was accidentally drowned in Chuzenji Lake, Japan, on Friday.

### PRESS LAWS.

#### ENFORCEMENT AT SHANGHAI.

[By courtesy of the "Sheung Po."] Peking, 8th June.

It is proposed by the Imperial Government to urge the Shanghai Taotai to enforce the Press laws there.

### HANKOW-SZUCHUAN RAILWAY.

#### A FRENCH PROPOSAL.

[By courtesy of the "Sheung Po."] Peking, 8th June.

The French Minister at Peking, on the score of mutual advantages, has proposed the construction of a railway between Hankow and Szuchuan, similar in its terms and conditions to the Shanghai-Ningpo-Hangchow Railway.

### CHINESE TELEGRAPHS.

#### GRAND COUNCILLORS OPPOSED TO CHAN PIK'S PROPOSAL.

[By courtesy of the "Sheung Po."] Peking, 8th June.

The majority of the Grand Councillors are not in favour of the scheme to buy in the shares in the Chinese Telegraph Co.

The Ministry of Posts and Communications is rather uncertain how to act in the circumstance.

### THE YUNNAN RIOTERS.

#### TROOPS IN PURSUIT.

[By courtesy of the "Sheung Po."] Peking, 8th June.

The Governor of Kwichow province has submitted a telegraphic memorial to the effect that the Yunnan

rioters have escaped into his province.

The Governor has despatched troops in pursuit.

### CHINA'S NATIONAL DEBT. PROVINCIAL CONTRIBUTIONS.

[By courtesy of the "Sheung Po."] Peking, 9th June.

It is proposed by the Imperial Government to issue instructions to the gentry in various provinces, to submit a draft scheme for provincial contributions towards the repayment of the National Debt.

### CONSTITUTIONAL GOVERNMENT.

#### GRAND COUNCIL'S MEETING.

[By courtesy of the "Sheung Po."] Peking, 9th June.

There was a meeting of the Grand Council on the 8th inst., to discuss the reply to be given to the Provincial memorials praying for Constitutional Government.

### RIOT AT SOOCHOW.

#### THEATRE DESTROYED.

On the night of the 7th instant, the guards at Soochow destroyed the Chui Fuk theatre.

Many were injured.

### "HONGKONG MARU" ASHORE.

#### TUGS TO THE RESCUE.

[From Our Own Correspondent.] Shanghai, 10th June, 2.45 p.m.

The Toyo Kisen Kaisha's steamer *Hongkong Maru* went ashore, in a gale, last evening on Block House Island.

Tugs have been dispatched to her assistance.

[On inquiry at the office of the Pacific Mail S.S. Co. this afternoon we were courteously informed that the local agents had had no despatches concerning the accident to the *Hongkong Maru*.

Block House Island is within a hundred miles from Shanghai. The sea-bed at this point is mud and sand. It is not considered that the vessel is in a dangerous position. She will probably be floated off without much difficulty.—Ed., H.K.T.]

### SUDDEN DEATH AT SHANGHAI.

[From Our Own Correspondent.] Shanghai, 10th June, 4.30 p.m.

Mr. P. Lamke, of Messrs. Arnold, Karberg & Co., General manager of the Soy Chies Cotton Spinning Co., Ltd., died suddenly at noon to-day.

### ANTI-CHRISTIAN RIOTS.

#### CHURCH DESTROYED.

[By courtesy of the "Sheung Po."] Kiangsi, 10th June.

The Anti-Christian feeling at Ping-hung, in Kiangsi, was so strong that the mob destroyed the Roman Catholic Church in that city.

In the emule four converts were killed.

### FEMALE EDUCATION.

#### THE ANTI-OPIMUM CAMPAIGN.

[By courtesy of the "Sheung Po."] Peking, 10th June.

The Empress Dowager has repeatedly consulted with H.E. Chang Chih-tung on the question of female education.

Her Majesty has also conferred with her trusted Minister concerning the anti-opium campaign.

### SWITZERLAND AND CHINA.

#### A COMMERCIAL TREATY DESIRED.

[By courtesy of the "Sheung Po."] Peking, 10th June.

On behalf of Switzerland, Germany has applied for a commercial treaty with China. The Walwup has not yet replied to the German Minister's communication.

### LOTTERY AND OPIMUM.

#### TO BE DISCOURAGED.

[By courtesy of the "Sheung Po."] Peking, 10th June.

The Imperial Government proposes to discontinue the issue (by the Provincial authorities) of lottery tickets.

It is also proposed to limit the time within which the cultivation of poppy will absolutely cease in China to a period of eight years (instead of ten as originally contemplated).

### CHINESE TELEGRAPHS.

#### PURCHASE BY GOVERNMENT.

[By courtesy of the "Sheung Po."] Peking, 10th June.

The Ministry of Posts and Communications has decided to buy in the shares in the Chinese Telegraph Co. Mr. Chan Pik, president of the Board, has telegraphed to

Sheng King-po and the Taotai at Shanghai to persuade the shareholders not to offer resistance to the nationalisation of the telegraph.

### THE "EMPEROR OF CHINA."

#### DETAINED AT NAGASAKI.

[From Our Own Correspondent.] Shanghai, 12th June, 3 p.m.

The C.P.R. Co.'s steamer *Empress of China* has been detained at Nagasaki for a period of ten days.

On Chinese case of plague has occurred on board.

### THE ANTI-CHRISTIAN RIOT.

#### MOB DISPERSED.

[By courtesy of the "Sheung Po."] Kiangsi, 11th June.

The anti-Christian mob at Ping-hung dispersed on the arrival of troops.

The commander was instructed to take steps to secure the arrest of the ringleaders with a view of making an example of them.

### LAND SUBSIDENCE.

#### A SERIOUS CATASTROPHE.

[By courtesy of the "Sheung Po."] Hupeh, 11th June.

The Viceroy of the Hukwang provinces in a memorial, reports the subsidence of a hill at Oheung Yeung district.

The land within a radius of 10 li has sunk.

Hundreds of families have been entombed.

### THE YUNNAN REBELLION.

#### AGAINST FRENCH ENCROACHMENT.

[By courtesy of the "Sheung Po."] Peking, 11th June.

The Empress Dowager has instructed Prince Ching and H.E. Yuan Shih-kai to telegraph to H. E. Sik Liang, Viceroy of Yunnan, urging him to take precautions against the encroachment of Chinese territory by French soldiers.

### GERMANY AT TSINGTAU.

#### COLLEGE ESTABLISHED.

[By courtesy of the "Sheung Po."] Peking, 11th June.

The Germans at Tsingtau are minting coins for the local currency.

They have also established a college, and an application has been made to the Board of Education at Peking to register the college so that Chinese students may proceed to Tsingtau to prosecute their studies there.

### THE PLAGUE.

#### CO-OPERATIVE MEASURES AT CANTON.

[From Our Own Correspondent.] Canton, 5th June.

With reference to the proposed erection of two large madhouses on the new bund as directed by the Vice-oy for the purpose of receiving patients and convalescents from Hongkong during the plague season, a suitable site has been selected in Chun Lung Kow in the eastern section of the new bund, and work has been commenced to-day on the erection of the two sheds by the Self-Government Society. These sheds will be ready by the 8th instant, when patients proceeding from Hongkong will be admitted for treatment. It is intended to spread a covering of green leaves on the roofs of these sheds every day, so as to purify the atmosphere. This is considered a hygienic measure for the benefit of the patients. Patients other than those infected by plague will not be admitted into the sheds, but will be sent to the Fong Pin Hospital as hitherto. The Society has sent out circulars asking the different Charitable Institutions to co-operate in the work.

Since the beginning of the plague season it is estimated that more than a couple of hundred of patients from Hongkong have been admitted into the Canton Fong Pin Hospital for treatment. At present there are over three hundred of them remaining in the Hospital, while many have been discharged on recovery. A large sum of money has been expended on this special service and the institution is now in need of funds for the continuance of its good work. Yesterday the committee of the Hospital held a meeting and it was resolved to at once send out subscription lists to solicit subscriptions towards the funds of the institution.

The Canton Customs Commissioner has issued a notification to the effect that he is in receipt of a telegram from the Commissioner of Customs at Shanghai stating that commencing from the 9th instant, quarantine regulations will be enforced against arrivals from Canton.

### ALLEGED LARCENY OF A CHEQUE.

#### TWO MEN CHARGED.

[By courtesy of the "Sheung Po."] On Saturday last, Detective Inspector O'Sullivan arrested two men—a coolie and a "boy"—before Mr. J. H. Kemp, in the Police Court, on somewhat serious charges. The coolie was accused of stealing a cheque in the value of \$50, the property of Mrs. Widdowood, a schoolmistress, residing at Kowloon; and the "boy" was charged with a charge of forgery. The first defendant, who was at one time in Mrs. Widdowood's employ, is alleged to have obtained the cheque from her between the 1st and 4th inst., by some means yet to be explained. He is reported to have attempted to get the cheque cashed at the Hongkong and Shanghai Bank, but his efforts were unavailing, as the cheque was not endorsed. He then engaged the services of the second defendant to do the "falsifying" of the cheque. This accomplished, the pair paid another visit to the bank. The forgery was discovered and the defendants were taken to custody. They denied the charges. The first defendant maintained that he had nothing to do with the affair whatsoever, whilst the second defendant picked up the cheque on the "Star" Ferry wharf. They were released.

### A Sensational Incident.

#### ALLEGED INTERNATIONAL DISCOURTESY.

[From Our Own Correspondent.] PORTUGUESE GUNBOAT CLEARED FOR ACTION. Macao, 10th June, 1908.

For stirring incidents Macao cannot be said to be lacking within recent weeks. What was the constitutional dispute leading to the instant departure of Governor Coutinho; the said on the pirate ship *Coloane*, and now the serious differences with the commander of a Chinese gunboat, I have been enabled to gather a crop of "copy" of the "sensational" description which it has never been in my line to supply for all these long years since I have had the privilege of your columns.

Briefly, the incident which I am about to report may be tersely summed up as one of those incidents of alleged international discourtesy which is difficult to satisfactorily explain in one who is entrusted with the duties of protecting the Chinese flag and honour. For it is to be supposed that an individual in the position of a commander of a unit of any navy should be possessed of the rudimentary knowledge of international law.

At an early hour yesterday a Chinese gunboat entered port and took up her anchorage in the latter harbour not far from the *Rio Zim*. According to port regulations, the gunboat was boarded by officers of the harbour department for the usual information relating to the vessel's last port of departure, etc., etc. Strange to relate, the commander of the gunboat refused to comply with the customary formality. Whereupon the request on the part of the Portuguese harbour officials was repeated. The Chinese naval officer again refused, and was obstinate. A report was accordingly lodged with the Harbour-master, by whom the matter was referred to the Officer Administering the Government, Captain Diego da Silva. The Acting Governor caused to be courteously intimated to the Chinese gunboat that the port's requirements must be complied with by the vessels of whatever nationality seeking its hospitality. In spite of the extremely civil communication, the Chinese officer maintained his attitude of passive resistance. When reason failed to prevail upon him, more severe measures were resorted to. He was told that the gunboat was to be cleared for action. Two companies of artillery, with two field guns were ordered to be posted on the waterfront in the inner harbour. Observing the determination of the Portuguese administrator and considering discretion, the better part of valour, the Chinese gunboat weighed anchor and put out to sea.

### ALLEGED HIGHWAY ROBBERY.

#### A COOLIE'S LITTLE GAME.

With his jacket covered with black pepper and, seemingly, in great pain, a coolie reported to Inspector Robertson, at No. 7 Police Station last Sunday night that he had been the victim of a "band of robbers." He was returning home at about eight o'clock, he said, when a number of men—the exact number he could not state—held him up and relieved him of \$180. The "robbery" took place in Des Vaux Road West. Detectives were immediately sent out to inquire into the affair. It might here be stated that although the coolie's jacket was covered with pepper, none of it entered his eyes, which, naturally, caused suspicion. After some hours investigating the police were in receipt of information that the coolie's story was a fake. A search was then made for him, but with no result. It would appear from the facts collected by the police that the coolie called at the house of an acquaintance at Second Street, on Sunday morning, and asked for the loan of \$180.

### THE CATTLE TRADE.

#### DR. GIBSON'S MISSION.

The mission of Dr. Gibson, the veterinarian sent here by the government at Hongkong to arrange for inspection of cattle by a Philippine representative at that port, appears to have been a partial failure, says the *Kongkee Times*. He was informed by the authorities here that they did not think it incumbent on them to provide such an inspector, and that it behooved the authorities at Hongkong to take steps to stop the exportation of diseased cattle from Hongkong to that port.

As matters now stand it is provided that beginning July 1st all cattle and swine imported into the Philippines from countries where dangerous and communicable animal diseases are known to exist, shall be liable to not less than ten days quarantine, here supplementary to a period of not less than ten days from the time of embarkation.

### THE "YATSU MARU" AFFAIR.

#### INDEMNITY CLAIM AGREED TO.

[From Our Own Correspondent.] Canton, 10th June.

In mandarin circles, it is reported that during the last few days, despatches have been exchanged between the Viceroy and the Japanese Consul at this port as to the question of the indemnity to be paid to the owners of the *Yatsu Maru* for the vessel's repairs, demurrage, and other claims arising out of her seizure. The Viceroy has finally agreed to the Japanese claim to the extent of \$18,000. The Viceroy has reported by wire to Peking the conclusion of the negotiations to this effect.

### AN ADVERTISING DISPUTE.

#### INTERESTING CASE THRESHED OUT.

Considerable interest was taken in a case which occupied the attention of the Chief Justice (Sir Francis Pigott) in the Supreme Court last Wednesday. The case was that in which Daniel Maher, an advertising agent, of 12, Queen's Road Central, brought an action against Lam Woo, a contractor, to recover the sum of \$10,000 for breach of contract in connection with certain advertisement orders which the plaintiff obtained for the defendant to be exhibited on the hoarding surrounding Messrs. Jardine, Matheson and Company's old premises, and which were not fulfilled by the defendant. The plaintiff conducted his own case, Mr. H. K. Holmes being with him. Mr. M. W. Slade, instructed by Mr. W. Daniel, of Messrs. Johnson, Stokes and Master, appeared for the defendant.

The plaintiff stated that he was an advertising agent and contractor. He resided at 38, Elgin Street, and formerly carried on business at 12, Queen's Road Central. The defendant was a building contractor, and did business at 61, Des Vaux Road Central. In or about the month of September, 1907, the defendant was engaged in building operations at the site formerly occupied by the offices of Messrs. Jardine, Matheson and Company, at the corner of Pedder Street and Des Vaux Road Central. The building operations necessitated the erection of a hoarding on the Pedder Street and Des Vaux Road Central sides of about 250 feet in length, and would render the maintenance of the hoarding necessary for two years and upwards. The plaintiff conceived the idea or scheme of utilizing the hoarding for advertising purposes. About September, 1907, he approached the defendant with a view to purchasing from him the sole right to use that hoarding for advertising. The defendant consented, and on the 11th October they entered into an agreement in which it was agreed that the defendant should furnish the whole of the necessary material for the work; that plaintiff should canvass for advertisements; that the whole of the money received for advertisements on the hoarding, should be equally divided between them, and that the agreement should have effect during the whole time advertisements might be exhibited on the hoarding. Plaintiff obtained orders for advertisements, and the defendant entered into a contract with one H. Pollock to canvass for orders and to exhibit those advertisements on the hoarding. The plaintiff suffered damage by the breach to the extent of \$10,000.

Cross-examination: Plaintiff had been in Hongkong for six years. He did not know whether defendant was contractor to the Post Office. When he first approached defendant the hoarding was there. At the time he approached defendant, plaintiff did not say he had "as good as a dozen advertisements" in his pocket. He did not say also that he could get many. After the contract was signed plaintiff did not go away for six weeks. He was canvassing, but did not succeed in getting any, except one. He did not expect defendant to go to the expense of putting up the hoarding and to wait until it suited plaintiff to bring in the advertisements. Plaintiff had other advertising work to do for a directory and it was understood between plaintiff and defendant that after plaintiff had finished the directory work he would take on the hoarding scheme. "How could he expect me to go to one man one day for an advertisement for the directory and the same man the next day for the hoarding advertisement?" asked plaintiff. All monies received were to be paid to the defendant. It was not the fact that defendant refused the Mr. B. K. advertisement because plaintiff had already collected the money. The price for each advertisement was \$50 a space per month. It was distinctly understood between them that plaintiff was not to receive any money for advertisements he did not procure, and it was also understood that defendant was not to go out canvassing.

Mr. C. W. Kong, managing partner of Messrs. Kruse and Company, was called by the plaintiff. Witness stated that he signed an advertising contract with one Pollock who stated that he was the proper man to take advertisements for defendant, and not Pollock. Witness stopped the advertisement on the 31st March—but it was still on the hoarding. (Laughter). He didn't mind that, anyway (Laughter).

Mr. Slade said he admitted that Pollock canvassed for advertisements.

Plaintiff—Oh! Another witness was called and he spoke in promising plaintiff an advertisement. Plaintiff—I have another witness, my Lord, who will say that by Pollock canvassing for advertisements he prejudiced me in his favour.

The Chief Justice—How? Plaintiff—By the agreement in the past Pollock had nothing to do with the matter.

The Chief Justice—I should not deal with that. Plaintiff—He was doing me out of my business.

The Chief Justice—I shouldn't touch that question.

This closed the plaintiff's case.

The statement of defence read that the agreement entered into with the plaintiff was that the defendant would divide equally with the plaintiff the monies received by the plaintiff for the respect of all advertisements plaintiff procured. The plaintiff was to have no interest in the matter when the advertisements were not procured by him. The defendant denied that plaintiff obtained any orders from advertisers in accordance with the terms of the contract, or that he refused to allow any such orders obtained by the plaintiff to be fulfilled. Since the date of the agreement plaintiff had only obtained one order. The defendant refused to accept, because the money was paid by the advertiser to the plaintiff. The defendant also denied that he had entered into any contract with or employed any person other than the defendant to canvass for advertisements.

A man named Pollock introduced advertisements to the defendant, but the latter only considered them directly with the advertiser. Plaintiff, the defendant alleged, had always neglected the defendant to carry out his part of the contract and to canvass for advertisements.

Witnesses for the defence were then called. A verdict for the defendant was pronounced.

### THE "BOKHARA" BUOY.

#### LIVING KEY CABLE.

[From Our Own Correspondent.] Canton, 10th June.

The Government tender *Stanley*, Capt. Willoughby, is employed in a number of different services. Besides being the Governor's steam yacht when His Excellency proceeds on official visits to Macao, Canton and the West River, she maintains a regular service between the port and the lightships in its immediate vicinity. Last week we reported her visit to Gan Rock to which Capt. Willoughby had to deal with a batch of recalcitrant junkmen who refused to be employed in the laying down of moorings near the Rock for the *Stanley* in boisterous weather. On Wednesday, the tender was called upon to effect the annual change in the moorings of the "Bokhara" buoy, known to mariners as the "Bokhara" buoy. Capt. Willoughby left port at an early hour in the morning and towed a junk down to help in the job.

"Bokhara" buoy is about three miles east of Cape d'Agullar. It marks a dangerous, pinnacle rock on which the sea, *Bokhara*, stranded not many years ago. An illustration of the dangerous character of the submerged rock it has a depth of 24 fathoms of water, and immediately alongside it a sudden fall to four fathoms. Within a radius of 300 feet from the rock, the water sinks to depths variously estimated at ten, twelve, and fourteen fathoms. As the *Stanley* approached the rock on Wednesday the task of recalcitrant junkmen was too easy. When soundings were taken within a very short distance of the buoy the depth of water was found at short intervals to be as stated above.

The weather being fine, the towing of the buoy's cable, which is one of two inches, was not attended with much difficulty. The buoy was bodily lifted on board the cargo junk which had been towed down. It is interesting to note that for a length of five fathoms from the buoy the cable of the junk was heavily encrusted with barnacles, oysters and shellfish. For three fathoms lower down the links were much worn by constant friction against the rock. The remainder of the cable was in good order and condition. Attached to the cable is a twelve-ton anchor by means of which the buoy is held in position. After completing the work of relaying the cable, the *Stanley* weighed anchor and reached her moorings in the harbour at three o'clock the same evening.

### A NEW REGIME.

#### WORRIES OF POLICEMEN AND OTHERS WILL END TOMORROW.

[From Our Own Correspondent.] 11th inst.

Beginning from to-morrow there will be an entire change from the way things are at present conducted at the Police Court. By this, we allude to the manner in which the daily cases are divided for the two Magistrates, unknown to the prosecuting officers who are expected to be present during the hearing of the cases. In order to shed more light on the matter it is necessary that the system now in vogue should be explained. To begin with, everybody who knows anything of the Magistracy is aware that there are two courts—the large court or one termed, presided over by Mr. J. H. Kemp, and the small court, over which Mr. J. R. Wood has charge. When the prisoners are brought up each morning for trial they are all confined in the dock of the large court while the charges are being copied by the others. When this is finished the cases are sorted out—some for the large court, some for the small court. While this is being done, as it invariably happens, the prosecuting officers are attending to other business, such as looking after fingerprints in the Detective Department, or in the goal making inquiries as to whether any of their prisoners have been previously convicted. So that when they return they have little or no means of finding out into which court their cases have been sent, with the result that, as at once or twice happened, a prisoner has been discharged owing to the absence of the prosecutor.

This morning, Inspector Robertson, of No. 7 Police Station, was asked by Mr. Wood why he or one of his representatives was not in court when a case was called. The Inspector answered that he did not know into what court the case had been shifted. He then proceeded to explain how the business was being worked, as given above, concluding with: "It is impossible for the police constables to know under the present system."

The interpreter of the court remarked that every police constable should know as their numbers were called out before the cases are shifted.

Inspector Robertson replied, with much emphasis that, police constables at times were not present when their numbers were called.

The interpreter observed that it could easily be ascertained into which court the cases were to be tried.

Inspector Robertson said it could not. The others were busy, and on many occasions did not know.

After further discussion, his Worship gave orders that soon after the cases were divided a list was to be made out of the different cases to be taken by each court and hung up outside the court.



became strained in March when the payment of taxes was due. Now money was gradually

bonds. But the present state of the market

might continue for some time yet. -/ap

**Chronicle.**

---

## THE JAPANESE IN MANCHURIA

---

### SOME INTERESTING FIGURES.

---

The number of Japanese immigrants entering Manchuria steadily increases every month; in March last, 24,037 Japanese arrivals were registered, of whom 23,584 were men and 3,355 women. These figures show an increase over the immigrants arriving in February of 1,897. During March 5,921 Japanese left Manchuria. For this country, a decrease of 195 is compared with the exodus in February. Of the immigrants arriving in March, 695 were described as merchants, and 608 as artisans; the occupations or professions of the remainder are not given by the correspondent of the *Manchurian*.

who sends this information to Japan. The latest available official returns showing the Japanese population in some of the principal towns are as follows:—

Tairen (Dalny) .....	17,329
Port Arthur .....	6,094
Antung .....	4,781
Liaoyang .....	2,614
Mukden .....	2,274

According to these returns, the total number of Japanese in Manchuria is given as 45,412, whom "to the shame of this nation," says the correspondent referred to—16,524 are women, mostly of immoral character.

It is also stated that there are 100 Manchurians living in various parts of Japan, beyond the official limits of settlements and concessions, and these are not therefore included in the figures above given. To the grand total must also be added 2,031 Japanese in the employ of the South Manchurian Railway; it is estimated that there are between 5,000 and 70,000 Japanese residents in the whole of Manchuria, exclusive of soldiers, travellers, etc. A large number of the Japanese appear to be engaged in the business of transport or forwarding agents, while dealers in piece-goods and restaurant and hotelkeepers come next on the list.

engaged in the business of transport or forwarding agents, while dealers in piece-goods

and restaurant and hotelkeepers come near the top of the list.

Telephones have been introduced into South Manchuria by the Japanese, and all the principal towns have local systems, while long-distance telephones form a connection between the towns. Some idea of the amount of business transacted may be obtained from glancing at the figures below showing the number of letters handled at the Taiten post-office. During the year ending March 31st last, 4,050,000 letters were received and 4,300,000 despatched. The number of registered letters and packets received was 34,800, while 60,700 were despatched.

Education is not being neglected; primary schools have been established in almost every

district. In Kwantung there are four schools with 1,736 pupils, and schools are being erected at the most remote places also. This is the opinion of the *Hokmeiki* correspondents, accounts for the large number of Japanese immigrants with their families, who are steadily increasing in Manchuria.—*Japan Chronicle*.

---

### SUICIDE IN TOKYO.

---

AUTHORESS AND PUBLISHER.

We take the following from the *Yokohama Times*—

On Friday morning in a well at Sendagaya, a crowd of about 100 persons gathered to witness the suicide of a woman named Oshichi.

smokey, stony, young man. When drawn up, the body presented most miserable picture, a cloth only covering the lower part of the body and several wounds gaping in the abdomen and in the throat. The body was identified as that of Kane, Yamasaki, 28 years old, who lived in a house near the well. As to the cause of death, it is affirmed that Kane committed suicide. It appears that she first tried to kill herself by cutting her abdomen with a pair of scissors, but finding the wound insufficient to end her life, she cut her throat with a trembling hand. In this state she succeeded in the house, leaving her path a trail of blood, and plunged into the well.

The young man was a magazine writer in connection with religious magazines. She was a native of Nagano prefecture and her father a dealer in rice. A few years ago, she came

up to Tokyo with her father, and for a time she was in the Women's University. After leaving the University, she abandoned (so) herself to writing. Day and night she worked. The result was that last year ('07) she published a book entitled "The Universe can be Comprehended and Life can be Understood." This book did not sell as much as she wished, but she served to make her known to some of the reading public. There is one point in connection with the book which might suggest the reason for the success of her book. She made a contract with the publishers that she would be given 10 per cent. of returns for copyright. A few months ago, however, she discovered the publishers had infringed copyright. So she sued the publishers on charge of infringement, but the case was rejected. Kane seemed to have been greatly affec-

with this defeat. She had recently been trying to renew the suit. And it is supposed that she may have become insane through this trouble. The young lady had called on Mr. Sasahara Shimada twice or thrice to ask his assistance in the matter of her lawsuit. Mr. Shimada describes her as a gentle woman, and as having been beautiful. A pile of MSS. was found on the deceased's desk in which was found a sentimental letter in "The National Flower" ready for press. The father, who lived with the deceased was not in the house when the suicide committed, and now his whereabouts are known.

---

**A HONGKONG CHINAMAN.**

The Peking correspondent of the *Orient* writes on 26th ult.—In consequence of the existing bad condition of the markets at Yinkow and other affairs, Chinese government has instructed Taotai Chiu Chow to proceed to that northern port with all speed as he has now been appointed substantive Customs Taotai of Shanghai. Mr. Chiu Chow was formerly Vice Consul at Yinkow and Taotai Chiu had received further services in Nanjing, at the request of the Viceroy of the Liangjiang provinces.

—It is believed that, Taotai Chiu will start his new post in the course of the next few days. He is said to have been previously over the L. R. of N. C., and also to have been in charge of the line to Yangtze River. Shih-chiang by order of Viceroy Yuen Shih-jung of Chihli.

The selection of Mr. Chiu as the substitute

Customs Taotai of Yingkow and Shanhai was entirely due to the strong recommendation of Victor Hui Shih-chang and Governor T'ao Shao-yi. In consequence of his knowledge of the English language and experience in dealing with foreign affairs.

[Taotai Chow was born at Aberdeen, Hongkong—E. A. H. L. T.]



## Portuguese Consulship.

MR. J. J. LEIRIA GAZETTED.

A POPULAR APPOINTMENT.

In our issue of the 21st April last we stated: "It is rumoured that a private arrangement had been received in the Colony announcing the appointment of Mr. J. J. Leiria, Vice-Consul, as Consul-General for Portugal in Hongkong, in succession to the late Mr. A. G. Romão."

A representative of this paper interviewed Mr. Leiria this forenoon in connection with the report. Mr. Leiria had had no intimation of the news nor had he received any official despatch from Lisbon thereon.

"Should the rumour be confirmed from Lisbon we have no doubt that Mr. Leiria's appointment to the Consul-Generalship for Portugal in Hongkong will be received with satisfaction by the local Portuguese community."

"That the report we gave two months ago as a rumour was absolutely correct is corroborated by an official despatch received by Mr. Leiria from the Minister for Foreign Affairs in Lisbon by the English mail today. The despatch is dated 7th May, 1908, and conveys the gratifying news that Mr. J. J. Leiria has been appointed Consul for Portugal in Hongkong."

The despatch encloses a copy of the *Diário da Manhã* of Lisbon, of 21st May, in which Mr. Leiria's appointment is officially gazetted. The notification making the appointment is dated the 23rd April and the telegram to which our first report referred must have originated from an official controlling "inside" information at the Portuguese Capital.

We understand that Mr. Leiria is the King's private secretary, tendering his felicitations to Mr. Leiria. Throughout the day Mr. and Mrs. Leiria were the recipients of hearty congratulations from almost the entire Portuguese community in Hongkong by whom the appointment is popularly acclaimed.

While offering our congratulations to the Portuguese gentleman upon the distinction thus conferred upon him, we trust it may not be long before we shall have the pleasure of recording his appointment to the Consul-Generalship for Portugal in this Colony.

## SHIPPING SUBSIDIES IN JAPAN.

PROPOSED REVISION OF EXISTING LAWS.

It is reported that the Department of Communications has in contemplation the appointment of a commission for the investigation of shipping subsidies. The idea is to inquire into the results obtained by the laws for the encouragement of shipbuilding and navigation now in force, and the necessity, or otherwise, of their revision. At the same time the Director of the Shipping Bureau will be dispatched to Europe and America for the investigation of the practice in vogue in the West in similar matters. Working with reference to this subject, the *Jiji Shimbun* remarks that an amendment to the two laws referred to above has more than once become the subject of discussion in the Diet, and as the term of contract for the subsidy of the European and American steamship lines will expire at the end of the next fiscal year it is not unusual that the attention of the authorities should be directed to the matter. The laws for the encouragement of shipbuilding and navigation were framed and put into operation in 1896, and the grant of special subsidies to the European, American, Australian, Bombay, and some other lines came into force during 1899 and 1900. The amount of the special subsidies paid during the past nine years has reached 60 million yen, while the total shipping subsidies for the current year is estimated to reach the sum of 12 million yen.

The expenditure of this amount for the purposes of the development of the maritime trade may seem too large in comparison with the amount spent by other countries for similar purposes, continues the *Jiji*. It should be remembered, however, that the protection given by the Government to the Japanese shipping industry has been a success. The *Jiji* also points out that the extension of the shipping industry abroad as well as the growth of direct trade. The amount of the money annually earned by Japanese ships from foreign countries in the transport of cargo and passengers is put at ¥20,000,000. Further, the important part played by the Japanese merchant marine in the Japan-China and Russo-Japanese war will be fresh in the memory of all. A certain foreign critic went so far as to assert that without the help of her mercantile fleet Japan would not have been able to obtain a decisive victory in the late war with Russia. At any rate, the granting of subsidies for the carrying of mails and for other objects is a measure generally followed by many civilized countries, though there are of necessity different methods adopted by them, according to the conditions and circumstances prevailing in their countries. The object aimed at by all countries in thus subsidizing their merchant marine is the development of trade in time of peace and its employment for warlike purposes in time of war. Generally speaking, continues our venerable contemporary, Japan's efforts in this direction have been successful. The Bombay line, for instance, has already become self-supporting, while the other overseas lines, despite the keen competition of strong rivals, are making steady progress. As a result of the investigations to be undertaken, the Government may perhaps find it necessary to readjust the amount of subsidies, but it would be unwise to endanger, by a parsimonious policy, the foundation of an industry which has been nurtured with so much care.

It would be interesting to know on what authority the *Jiji* states that the Bombay line is self-supporting. We believe it is true that the line obtains no direct subsidy from the Government, but we understand the line is worked by vessels which have been granted to the Nippon Yusen Kaisha by the Government, and in that case the line can scarcely be said to be supported by its profits.

## THE NEW IMPERIAL YACHT.

The *Yamato*, a steam yacht for use on inland rivers or lakes, which was recently presented to the Chinese Court by the Japanese Government, was built at the Kawasaki Dockyard, Kobe. Her length is 65 feet and tonnage 45. She is propelled by paddle wheels. In point of size, the yacht cannot be said to be much superior to others, but its decorations designed by Mr. Kichirō Yamazaki of Osaka, are a blending of Chinese and Japanese art, the ceiling being adorned with sculpture in flowers and birds, and the walls embellished with drawings of the great. The chairs and cushions are of excellent workmanship and the cushions are extremely fine. The *Yamato* Empress spends every summer in a boat on Lake Hwang Ming. An old style boat and two steamboats built at Tientsin have hitherto been employed. The Chinese Emperor is so highly pleased with the gift that His Majesty himself gave the name of *Long Peace* to the yacht, and the two neighbouring countries, and bestowed rewards on the artisans and workmen.

## OPIUM HOUSES IN SHANGHAI AND HONGKONG.

On the 5th ult., Mr. T. C. Taylor asked whether in the Chinese ruled city of Shanghai opium dens had all been closed since June last, whether in every foreign settlement in China, except Shanghai, the opium dens had been for some time past shut up; what action the municipal council of the international settlement of Shanghai had taken to close the numerous opium dens they now license; and whether they had fixed a date, and, if so what date, after which all their opium dens shall be closed.

Sir E. Grey: The reply to the first question is in the affirmative. No opium dens exist at present in any British concession in China, but I am unable to say whether that is the case in all other foreign concessions. On March 30 the ratifiers of the Shanghai international settlement adopted a resolution whereby the number of opium houses was to be reduced by a quarter from July 1 next. The chairman of the municipal council explained at the time that this was part of a programme of periodical reductions leading to complete abolition in two years or less. The Viceroy of Nanking is stated to have expressed his satisfaction at this measure.

An hon. member asked if any compensation had been awarded to license-holders.

Sir E. Grey: I am not aware of any. (Laughter.)

Mr. T. C. Taylor asked the Under-Secretary for the Colonies whether he was aware that in a large number of the chief cities of China all opium dens had been closed by order of the Chinese Government; whether he was aware that in Hongkong the Colonial Government derived a considerable revenue from licensing opium dens; and whether the time had not length come when steps should be taken to terminate the opium traffic in that colony.

Colonel Seely: I understand that the reply to the first paragraph of the question is in the affirmative, but as regards the second, that it is scarcely accurate to refer to "a considerable revenue" as the amount to be derived from licences for opium would appear to amount to only £18; the third paragraph, as my hon. friend will agree, is difficult to deal with in question and answer, but I gather I may have an opportunity of expressing the views of His Majesty's Government on the matter in the course of debate to-morrow evening.

Concluding a leading article on the opium debate in Parliament, the *L. & C. Express* writes:—In regard to the colonies of Hongkong and the Straits Settlements, in which must be included the Federated Malay States, action will now have to be taken. For years, for a quarter of a century, in fact, we have pointed out that the revenue was necessarily a precarious one, and that its abolition should always be kept steadily in view. Only a year ago our special correspondent, when writing on the two colonies, again called attention to the matter. The solution of it has now apparently to be faced at an earlier date than was generally contemplated in the case of the Straits Settlements, half the revenue is collected by means of the opium farms, whilst in Hongkong, the collection brings in one-third of the gross annual revenue. It is perhaps a tribute to their ardour, that certain members of Parliament and others call for immediate abolition of the trade in, and consumption of, opium in Crown Colonies. But attention must be paid to the circumstances and the gravity surrounding instant action. There is one other point that must not be left out: China has pledged the opium revenue for the repayment of some of her obligations. For instance, the loan of £1,000,000 in 1904 by the government of Hongkong to the Viceroy of Wuhan for the redemption of the Hankow-Canton railway concession is secured on the opium revenue of the Hu-Kwang and Kwangtung. It is true the last Imperial Edict recognised that steps must be taken to replace the revenue that will be lost from opium, and the Board of Revenue is commanded to devise means. But, as in the case of Hongkong and Straits revenues, it is easier to destroy than to create in this matter of revenue. The task is not impossible, but it requires time for adjustment. The sum of the whole matter is that Great Britain has now unmistakably shown her good will to China, and her high moral standard on the subject. But this new zeal must not outrun discretion. Our policy should be to move step by step pari passu with the actual accomplishments of China.

## THE NIPPON YUSEN KAISHA.

The regular general meeting of shareholders of the Nippon Yusen Kaisha was held at the Tokyo Chamber of Commerce on Wednesday last, presided over by Mr. Kondo, President. After the business report already published was announced, the chairman rose and delivered a short speech to the following effect:—During the term there is nothing particular to be stated on the condition of the company's business, which was rather calm and uneventful. But quite the reverse is that for the coming term, there being enough to give them much consideration. Whereas hitherto the rivalry and competition between or among the contemporary concerns have been the only thing to occupy the care and attention of the authorities concerned, there has appeared of late very favourable problems such as the financial depression, commercial inactivity, silver slump, Chinese boycott and others. In fact of these and such other adverse matters the company has to meet emergencies with a calm and circumspect attitude.

The following accounts and distribution were submitted and unanimously adopted:—

Gross receipts	14,416,388
Disbursements	14,498,890
Net profit	1,467,396
Brought from last term	307,882

Totals	1,775,278
To legal reserve	75,358
To bonus	75,358
Dividend (10% per annum)	1,000,000
Special dividend (5% per annum)	200,000
Carried to next account	310,511

At the extraordinary general meeting, subsequently held, the following resolutions were submitted and passed with one accord:—(1) That the present Tokyo branch be converted into a sub-branch; (2) That the branch offices at Osaka, Yokohama, and Fusan and branches at Nemuro, Aomori, Nagasaki, and Genoa be discontinued; (3) That the fixing of the date of the enforcement of the above decisions be commissioned to the board of directors. The intention to close Nagasaki, Chemulpo and Tientsin branches has been abandoned owing to the authorities' advice and suggestion of the local people.

## JAPANESE TRADE.

A TURN OF THE TIDE.

Tokio, June 5.  
The trade returns for the last eleven days of May show an excess of exports over imports for the first time since January.  
The total volume of trade for the last five months is less than it was for the corresponding period in 1907.—*N. C. D. News.*

## MANCHESTER CHAMBER OF COMMERCE.

At an ordinary meeting of the Board of Directors of the Manchester Chamber of Commerce, held on 13th ult., Mr. Francis Ashworth presiding, the following, amongst other topics, were treated:—

## THE RETURN OF SIR ROBERT HART.

At the instance of the India, China, and Colonial Committee, the Board resolved to seek an opportunity of recognition, and showing appreciation of the very great services to the commercial community of Sir Robert Hart, the Inspector General of Chinese Customs, who is now on route for England, after 47 years' service in China. The secretary was instructed to communicate with Sir Robert by cable, at a port of call, inviting him to visit Manchester for the purpose of receiving an address from the Manchester Chamber of Commerce.

## JAPANESE EXPORTS AND LOTTERY TICKETS.

The same committee had before them full information from the Hongkong Chamber of Commerce. They suggested that a reply should be sent to the effect that the Board had no hesitation in denouncing the introduction of a lottery-system by Japanese traders as a means of stimulating the demand for Japanese yarn, but that it did not appear to the Board that the Manchester Chamber of Commerce could usefully intervene with a view to checking the practice, substantive though it was of all ordinary principles of commercial morality. It appeared to the Board that the Government of Hongkong could, at their discretion, put a stop to the circulation of the sales of yarn containing these lottery tickets. As far as regarded the British settlement at Shanghai, it appeared that the Municipal Council "would regard the practice as a breach of the regulations prohibiting the sale of lottery tickets within the settlement," and that they were taking action accordingly. In the opinion of the Board this matter was not a legitimate subject for diplomatic action with the Japanese Government, either as regards Japan or China. In all probability the scheme would defeat its own ends, as already there were indications that the Japanese spinners would abandon the lottery system. The Board authorised the despatch of this communication to the Hongkong Chamber.

## TRADE-MARK PROTECTION IN CHINA.

The Trade and Merchandise Marks Committee had under consideration a communication from the Foreign Office, with an enclosed memorandum from the Shanghai Custom-house, which is one of two branch offices of the Bureau for the registration of trade-marks, the other being at Tientsin. The memorandum explained that the proposed Trade Marks Regulations, submitted by the Chinese Board of Trade in 1904, were agreed to by the foreign representatives, and that a large number of trade-marks had already been filed. For the sake of a record, the marks were numbered in a special series according to date of receipt. The receipt given to applicants merely stated that a certain mark had been received and recorded "preceding the coming into force of the regulations governing the registration of trade-marks in China," and that they bore a number in the trade-mark series already mentioned. The memorandum continued that the matter remained in statu quo until the Customs would afford what support they could in case of infringement. A merchant would not be bound to register all, or any, of his recorded marks when the patent rules were eventually promulgated, if, for any reason, he wished to withdraw his application. The sole advantage of recording a trade-mark was the right of priority it gave of having the trade-mark dealt with before others on the law was put into force. This, the Trade Marks Committee were inclined to believe, meant that the provisional recording of a mark gave the right, not of registration, but of being dealt with first when the registering office became open to everyone. The Committee desired that a letter should be addressed to the Foreign Office with particular reference to the extent of this right of priority to emphasising what had been stated in previous correspondence, and expressing the hope that it was not designed that recorded marks should—because of their being placed on the record either at Shanghai or Tientsin—be necessarily registered.

## THE COTTON YARN LOTTERY SCHEME.

According to a Tokyo message, nothing has yet been heard at the Foreign Office from the Japanese Consul about the prohibition in Hongkong of the sale of the cotton yarn prize tickets. When the scheme was first announced, the Colonial authorities of Hongkong wrote to the Japanese Government pointing out that the scheme was at variance with the law of the Colony, and that as the sale of tickets might be prohibited in Hongkong the request was made that the Japan Cotton Spinners' Association should be reminded of the fact. As matters stand at present nothing can be done against the course taken by the Colonial Government.

The *Osaka Mainichi* states that the Cotton Spinners' Association, finding difficulty in selling yarn in Hongkong by means of the introduction of lottery tickets, voluntarily abandoned the issue and arranged to grant a bounty on yarn shipped to Hongkong. In consequence, the prohibition of the sale of tickets will in no way affect the shipment of yarn to Hongkong. The *Osaka Journal* adds that 1,100 bales of yarn have been shipped to Hongkong since March last.—*Japan Chronicle.*

## A GUNBOAT SQUADRON FOR SHANGHAI.

The Peking correspondent of the *N. C. D. News* writes on 24th ult.:—Viceroy Tuan Fang reports the establishment of a squadron of Chinese gunboats to keep the peace on inland waterways adjacent to Shanghai. The squadron which is the work of Z. E. Jui, lately Customs, Tientsin, and officer in charge of the suppression of pirates and salt smugglers, is to be composed of eight light draught river gunboats, twenty-four Chinese wooden gunboats and sixty-eight sampans. These are to be built and maintained by Kiangsu and Chekiang. The squadron is to be placed under the command of a commander-in-chief who will receive his orders directly from the Viceroy and the Governors of Kiangsu and Chekiang. Under the Commander-in-Chief, there will be two Sub-Commanders, eight first class captains, twenty-four second class captains and sixty-eight lieutenants, with each foreign-built gunboat to be manned by sixty marines, and each Chinese boat from thirty to thirty-five or forty marines and each sampan by ten men. The total strength of this squadron is about 2,000 officers and men and its headquarters will be at a central place on the Taihu. H. E. Jui Tsiéng has been nominated Colonel Jui Yü-lin to be Commander-in-Chief. The sampans will be used for pursuing pirate boats in the small rivers and streams where the foreign and Chinese gunboats cannot penetrate.

Arms will be supplied by the Kiangsu arsenal at Shanghai and the officers and men are to be selected from among the perfected students of the Naval College at Nanking, and from the ships of the Peking and Nanyang squadrons.

## THE STRAITS SUNDAY LABOUR ORDINANCE.

The Sunday Labour Ordinance, passed in 1892, forbids any loading or unloading of cargo on Sundays within the waters of the colony of the Straits Settlements; the matter being exempted from its operation. The Governor may also exempt other vessels on cause shown and a fee paid. The law has caused hardship, and it is inconvenient and injurious to trade, as it compels vessels to waste a day in harbour doing nothing, or to so time themselves as not to arrive in the colony on Saturday unless they can get clear before Sunday. A committee has been sitting to report on its working, and members of the leading shipping firms have been examined as witnesses. The views of the bulk of whom have been hostile to the advantage of the Ordinance. All are agreed that the restriction should be limited to the hours between 6 a.m. and 9 p.m., and the committee have recommended in favour of that limitation, and that permits to work should be issued at a fee comparatively small, but they have not advised its immediate repeal, though they suggest that "its suspension" should be a matter of consideration at no distant period. The only practical way in which the Ordinance has been of the slightest use is in saving European clerks and superintendents of the loading and unloading, and also the officers of the steamers, from having to work on Sundays. But the latter loss on extra day at home in consequence, as the date of leaving home is usually not fixed before the ship leaves the Straits; and also some officers, as a deck officer and an engineer (to see to the cleaning of the boilers, &c.) have to be on board on Sundays as it is. An extra day at home is greatly appreciated by mariners, whereas day off in a Straits port is thought nothing of. There are few, if any, stay with, and nothing to do. The only resident Europeans who are concerned are the shipping clerks, of whom there is probably one in each office. As it is, if a ship arrives on Sunday, he has to go on board. The evidence given by the managers of the shipping firms went strongly to show that it was doubtful whether Europeans gained any advantage by the Ordinance; and, of course, to Asiatics Sunday is nothing. In fact, Chinese merchants keep their offices open all Sundays.

To the shipping owners the Ordinance must entail a loss of cargo for Singapore. Packages have to be landed at another port and sent back if time is too precious to stay over Sunday. Also, if goods are loaded into lighters on Saturday and not discharged till Monday, demurrage has to be paid. Again, the difficulty has often to be got over by short shipping cargo, which loses revenue for the steamers, and incurs the displeasure of regulars. Lastly, there are the Dutch and other ports in competition, and the fact of one day out of the seven being a *dieu non* must induce some cargo vessels to avoid the Straits altogether. In the face of these opinions from persons who know the subject, it is hardly conceivable that the Government will be so convinced as to allow the law to continue to stand. It has had a sixteen years' trial, and the almost unanimous opinion of the local shipping world is that it is questionable whether it does any good, while it is certainly injurious to commercial interests in general and to shipping interests in particular.—*L. & C. Express.*

## HONGKONG'S SHIPPING.

We are once more reminded of the importance of Hongkong as a great shipping port by the annual report of the harbour master of the colony. From a glance at the detailed figures, it appears that the total of the shipping entering and clearing at ports in the Colony during the year 1907 shows an increase of 77,908 vessels of 3,810,422 tons, when compared with the corresponding figure of 1906. The greatest part of this is due to internal traffic. There was a considerable increase in foreign cargo vessels, wholly due to the Japanese firms increasing their carrying trade. Having regard to the fact that the question of the nationality of the officers and crew manning the mercantile marine is engaging the attention of politicians in England, it is interesting to ascertain the proportion of British and foreign men engaged in the shipping frequenting a port of the importance of Hongkong. In 1907, according to official statistics in the case of the British vessels, 3,444 of the officers were British, and 2,042 were Dutch, Danish, Norwegian and American, or 14 per cent. Altogether the report is a gratifying one and shows that Hongkong still maintains its pre-eminence position as the second port of the world.—*L. & C. Express.*

## A "WILF" COOLIE AND AN EXCITED FARE.

10th inst.  
"You must deposit \$10 bail. If not you will be detained here. \$10 bail!" was the sarcastic reply of a "Wilf" coolie, if you like. "We only want \$10 to time," the man replied, in a conversation which took place last night between the officer in charge of the Central Police Station and J. T. Tavares, a man who is reputed to have very wealthy relations, unemployed, and residing at 39, Wong-nai-chong Road. Tavares was arrested for assaulting the bearer of a public chair. It would appear that he engaged a chair outside the Central Market at about eight o'clock and proceeded as far as Hollywood Road. Tavares gave the coolie, it is believed, ten cents. The latter growled. Tavares became annoyed, and was alleged to have given the irritating reply of a short answer. The coolie, who is instantly coloured that optic, "Pleasantman" was the next item on the programme, and Tavares was invited to the station, where the charge was laid against him. After much discussion accrued deposited the necessary \$10 bail, and returned home. This morning he surrendered to his bail in the Police Court, and was discharged.

## CHAIR COOLIES' BEHAVIOUR.

ACCUSED OF REFUSING HIRE.

8th inst.  
This morning, at the Police Court, two chair coolies were charged before Mr. J. R. Wood, at the instance of Inspector Ritchie with refusing to accept hire while not engaged. The complainant was Mr. M. Schindewolf, of a Deutsch Asiatische Bank. The inspector alleged that the coolies on Sunday morning the complainant attempted to engage the defendants' chair to take him from the Peak to the town. Defendants, he stated, for some reason or other, refused to accept complainant, who handed them over to an Indian policeman, together with a note to the officer on duty requesting him to have the coolies charged. This was done. When the coolies were arraigned before the Magistrate this morning, after having been detained at headquarters since their arrest, the complainant did not appear to prosecute. Inspector Ritchie applied to the Court for a day's adjournment, with a view to having the complainant subpoenaed. He added that it was not right for Europeans to hand Chinese coolies over to a policeman to be locked up and yet not appear to prosecute. His Worship, however, decided to discharge the men, and did so.

## CHINESE ON BRITISH SHIPS.

Mr. Churchill, replying to Mr. Havelock Wilson, said his attention has been called to disturbances in Poplar in connection with the proposal to ship Chinese crews on the *Zambesi* and the *Strathmore*. He understood that it was the case that the leading seamen No. 1 was unable to pass the language test. There was no legal obligation on the owners to provide interpreters, but care was taken by the Superintendent that the various clauses in the articles of agreement were explained to the seamen by some person competent to do so before they were engaged. He had nothing before him to prove that the crews in the case referred to were supplied by Chinese crimps, but evidence of an infringement of the Merchant Shipping Act, 1894, was forthcoming, the question of instituting legal proceedings would be considered. He might add that the recent unusual increase in the number of Chinese seamen shipped in United Kingdom ports required, and was receiving, prompt and searching attention, and must be regarded as a matter of serious concern. (Cheers.)

Mr. Havelock Wilson: Will the right hon. gentleman take steps to see that a proper and competent interpreter is present on these occasions?

Mr. Churchill: The law will be most strictly enforced.

In reply to Mr. Bowles, who inquired whether the steamship *Zambesi* was forcibly taken possession of on 9th ult. in the Survey Commercial Docks by a mob of 200 persons.

Mr. Gladstone said:—The incident referred to took place on the private premises of the Survey Commercial Dock Company, who employ their own police; but I have made inquiry, and I am informed that the description of the incident which has appeared in the Press is exaggerated, and that no disorder occurred. While the *Zambesi* was discharging cargo on the afternoon of 9th ult. a party of 100 Chinamen arrived, followed by a number of English members of the Seamen's Federation, who protested against the employment of foreigners. A conference took place on board, as a result of which the Chinamen left, and the Englishmen were signed on. (Laughter.) I am informed, further, that the *Zambesi* was not taken forcible possession of; there was not a mob of 200 persons; and, so far as can be ascertained, there was no intimidation.

## CHINESE AS SAILORS.

On 9th ult. a large number of unemployed British seamen congregated at the offices of the Mercantile Marine at Poplar, where a crew was to be engaged for the British steamer *Zambesi*. They learned that Chinamen were to be employed on the ship, and a demonstration was made. Mr. Havelock Wilson, M.P., proceeded to the Mercantile Marine Office and interviewed the superintendent, entering a protest against the engagement of the Oriental on the grounds that they had been supplied by boarding masters and crimps who were not licensed to supply seamen, and that the Chinese could not speak or understand the English language. When the Chinese went in to sign the superintendent tested one or two, and found they could not pass the language test. It was then decided to sign the men on on coasting articles to proceed from London to Cardiff, where the Chinese arrived at the Surrey Commercial Docks some opposition was manifested towards them, and eventually a British crew was taken on. On subsequent days large crowds gathered outside the Board of Trade offices in East India Dock-road anticipating that there would be a repetition of the scenes which had occurred on the 9th, but matters, however, passed off quietly. Mr. J. Havelock Wilson, M.P., addressed the men on the subject, pointing out that the matter had been brought under the notice of the Board of Trade. In an interview Mr. Wilson said that there were 5,000 Chinamen signing on British ships in London now; in six months' time the Board of Trade estimated there would be 10,000. Mr. Wilson averred that the Glasgow shipowners were principally responsible for importing these men, and there was probably not 1 per cent. of them who could speak English. It was said Mr. Wilson, naturally to the advantage of shipowners to employ Chinamen, as they worked for a wage of £2 a month, whereas the British sailor got £4 a month. There was also a great saving in the food bill.

The view of the British seaman is that Mr. Lloyd-George's Shipping Act, which came in force in January, making knowledge of English obligatory on crews in British ships, has rendered nugatory in the case of Orientals the fact that British Colonies, Dependencies, and Protectorates are excluded. Chinese, Malays, and others by stating that they came from places like Hongkong and Singapore have been passed. Employers have, it is said, engaged them at cheaper rates.

An official of the German Seamen's Union states that 30 Chinese sailors arrived at Hamburg last week, having travelled as passengers from China. They were being imported from Hamburg as the shipowners required.

The agitation has spread from London to Cardiff. A meeting was held outside the Cardiff Shipping Office on 3rd ult. when a resolution was unanimously adopted that the seamen sailing out of the port of Cardiff strongly protested against the increase in the employment of Chinese seamen upon British ships, and urged the Government to take steps to deal with the question.

## TIRA MATCH INDUSTRY.

SERIOUS CONDITIONS IN KOBE.

The match industry in Japan appears to have suffered most of all from the depression of trade with China consequent upon the decline of silver and the monetary stringency, and the industry is now reduced to a most trying and critical position. Since December last some of the match factories in Kobe have had to suspend operations. But the leading factories have continued to work in order to give employment to the operatives, in view of the importance of the industry in relation to the general prosperity of Kobe, thousands of the poorer people being dependent upon it. The manufacturers, it is now stated, can no longer afford to run their factories from altruistic motives; for under present conditions they declare they are losing money daily, the match market becoming worse and worse. A proposal has at last been made by the manufacturers in Kobe and Osaka to suspend work altogether. Already not a few of them have greatly reduced their output, and yet the stocks remaining in the godowns are estimated at about 3,000 cases. The export of matches has shown some increase in quantity of late, but the goods have been sold at very low prices and at no profit.

It is stated that the relentless attitude adopted by bankers in collecting advances has aggravated the difficulties of the match-manufacturers. We may add that the operatives at present have at last been able to get the match number out less than 6,000 while over 10,000 poor people outside the factories are earning their living by making match-boxes, &c. If the work of the factories is suspended all these people will be thrown out of employment.—*Japan Chronicle.*

## SUGAR MANUFACTURE IN JAPAN.

HONGKONG COMPETITION.

Mr. Ikouchi, of the Dai Nippon Sugar Refining Company, speaking to an interviewer, says that the sugar refining industry in the country has made remarkable strides during the last ten years. In former days the foreign importers of sugar such as Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire, practically monopolised the market. The development of the home industry of late years has not only successfully driven the foreign article out of the field, but Japanese sugar is now competing with the foreign rival in the China and Korea market. Nevertheless, Mr. Ikouchi admits that while the amount of Japanese sugar exported in 1907 reached ¥8,000,000 in value, the export for last year fell off to ¥2,000,000. He attributes this to the decline of the purchasing power in China due to various causes. This does not, however, seem to have had the effect of reducing the amount of the Hongkong product sold in North China. Mr. Ikouchi is optimistic. He says that this year's export, despite the effects of the depreciation of silver which are still felt in China and the boycott movement in Canton, is expected to be better than that of last year. Where he gets this confidence from is not clear. The Customs statistics do not bear it out. Up to the end of April, there was an absolute falling off for the Customs returns show that the value of sugar exported for the four months was only ¥95,438 as against ¥77,259 for the corresponding period last year. Thus not only was there a tremendous falling off in the value of refined sugar exported last year, but even those figures are not being maintained. The fact that Mr. Ikouchi is so optimistic in error on this point must lead to some doubt as to his reliability with regard to his statements on other matters.

He goes on to say that the principal competitor of Japanese sugar in China and Korea is the Hongkong sugar which is imported by Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire. With regard to the relative quality and price of Japanese and Hongkong sugar it may be said that both are manufactured from the Java material and that Hongkong enjoys the advantage of cheaper freight on account of its being situated nearer to Java, whence the material is supplied. But the difference in freight is small and does not affect the power of competition in any material degree. In point of quality, Mr. Ikouchi thinks, the palm must be given to the Japanese product. The refining machinery in use at Hongkong is of a comparatively old pattern, whereas that in the Japanese refineries is of the latest improved type, and consequently there is a difference in the quality of sugar produced. He thinks the Japanese merchants have had no sufficient time as yet to develop the markets in China and Korea, but that there is no doubt the sale of Japanese sugar in these countries will be greater in the future before the lapse of many years. In view of the persistent decline of the export of refined sugar, this is optimism with a vengeance!

As already stated in our columns, recently the Dai Nippon, the Yokohama, and the Kobe Sugar Refining Companies entered into agreement to restrict the production of sugar within certain limits according to the producing capacity of each company, and the agreement came into force on May 1st. The daily producing capacity of the Dai Nippon Refinery, says Mr. Ikouchi, is estimated at 700 tons; that of the Yokohama Refinery at 100 tons; and that of the Kobe Refinery at 50 tons. When all these mills are worked to the full capacity the yearly output of sugar will amount to something like 430 million kils, whereas the total consumption of sugar in the country at present is put at 350 million kils. This is the reason why the sugar companies have found it necessary to restrict production to avoid competition in the domestic market, but if an active demand springs up in the foreign markets of course there will be no necessity of adhering to the agreement for the reduction of production. We venture to predict that while the Japanese Government places its hopes on the export of sugar, and the cost of labour rises, and the cost of the pressure of taxation, Protectionist Japan will have little hope of competing with Free-trade Hongkong.—*Japan Chronicle.*

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 10th May, 1908.—Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowers, Huang Tsan-chow, W. Kruse, S. Okuyama, W. Wilson and the Secretary.

The minutes of the last meeting were read and confirmed.

A petition was read from the following Dairy Farmers:—Kulangsu Milk and Produce Company, Han Seng, Eng Hap, Chong Hoi, Gann Hoi, and Hap Koo, requesting that the hours for allowing cattle and buffaloes being out for grazing be altered to "not before 5.30 a.m. and not later than 7.30 p.m." instead of at all times "not before 8 a.m. or after 4 p.m." The application was refused.

The Secretary was directed to forward to the Senior Consul, for the approval of the Consular Body, a proclamation by which half the Opium Shops will be closed on the 31st March, 1909, and the remaining half on the 31st March, 1910. The Superintendent of Police reported the following cases have been dealt with at the Mixed Court since the last meeting:—Summons:—Allowing pigs and cattle to stray, 7; Throwing rubbish and refuse into the streets, 6; Obstructing the public drain, 4; Contempt of Court, 2; Obtaining goods under false pretences, 1; Summary Arrests: Being a rogue, and a vagabond, &c.; 2; Failing to obey an order of the Mixed Court, 1.

(Signed), W. H. WALLACE, Chairman.

By order, O. BERKELEY MITCHELL, Secretary.

## ACCIDENT AT CAUSEWAY BAY.

A CAR.

An old coolie came very near being killed outright at Causeway Bay, last Sunday morning, as the result of an accident. The coolie, who is about fifty-six years of age, was walking along the tram track on the Shau-ki Road bound for Causeway Bay, at about half-past eight o'clock. In front of him was a truck running along the rails in the direction of the head. When it was too late the old man attempted to get out of the way, but this was impossible as he was passing between the rails. He was struck by the truck, and thrown against the track, receiving injuries about the head. He was taken to a nearby hospital, but his condition is serious. Owing to the man's age his condition is serious.











C. E. H/Beavis	80	3-77
A. Morley	85	1-77
Dr. G. M. Harston	85	11-78
D. Clark	82	14-78
A. Gillins	81	1-80
gr entries.		
POOL		
T. C. Beath	82	1-77
E. Davidson	85	1-77
M. A. Murray	85	7-76
C. E. H/Beavis	80	5-77
2 Winner of Cup for the Pool		



## CANTON DAY BY DAY.

## A STREET BRAWL.

[From Our Own Correspondent.]

Canton, 5th June.  
A group of sailors belonging to an American ship were alleged to have attacked a Chinese man on the street, Honam, at the time of the late moon festival. The usual custom took place and a mob collected. The police was at once summoned to the scene and the crowd was dispersed. It is reported that the native was more or less injured and in consequence one of the foreign sailors was detained by the police authorities, who have reported the occurrence to the American Consul.

## OBSOLETE FIRE ENGINES.

Owing to the poor condition of the local fire engines now in use here, which cannot reach the scene of any outbreak of fire soon after an alarm is raised, but after considerable delay, the Canton Police Authorities propose to do away with all the present fire engines as soon as the Waterworks service is in proper operation and to advise the people to prepare hoses to connect with the city mains in place of the obsolete engines.

## CLAN FIGHT.

At the request of the magistrate of the district of Fa Yuen, H. E. the Viceroy has ordered the Brigadier-General of Kwangchow and the British Consul to proceed with a body of troops to restore order in that locality where a serious clan fight has been reported.

## OFFICIAL AMENITIES.

H. E. the Viceroy Chang will, on 18th instant, proceed to the Shamshu to receive the official call on the three new Consuls at Canton, viz. the British Consul, the Consul for the United States, and the Consul for Japan.

## LIKIN COLLECTIONS.

The collections of Likin dues in Canton during the last ten days of the 4th moon as reported by the Likin officials amounted to the following:

6th June.

With reference to the fight between the Kong and Wong clans in the Fa Yuen district, as already reported, it is now ascertained that, during the fight, on the 2nd day of this moon, both sides sustained heavy losses, numbering about thirty in all, besides many others were wounded. The number of casualties must be placed at not less than a hundred. The peace of the locality was not entirely restored until after the arrival of some two thousand soldiers from Canton and other places.

## SELF-GOVERNMENT SOCIETY.

The Canton Self-Government Society has held another meeting for the purpose of completing arrangements for the carrying out of the proposed street duty on the 1st instant to exhibit different kinds of native-made articles, that have been received by the Society, and for the holding of a commemorative function in honour of the late Taotai Chang Shu Hing of Shanghai, on the 14th instant.

## FONG PIN HOSPITAL.

The Canton Fong Pin Hospital has selected a delegation to be sent to Hongkong to approach the Tung Wa Hospital for pecuniary assistance for the maintenance of the Hospital.

## FIRE BRIGADE.

The Police authorities have issued a notification to inform the public that a fire brigade corps has recently been formed, attached to the Police Department, a set of regulations governing the brigade being appended to the notification for public information.

## PROPOSED STAMP DUTY.

The Kwangchow Prefect, Chan Mong Tsang, has been instructed by the Viceroy to make an investigation into the advisability of the introduction of a stamp duty in Canton, in accordance with instructions received from the Capital; the prefect has now submitted a report to the Viceroy, stating that it was found impossible to enforce the proposed duty in the City of Canton at the present time, as the people are already placed under heavy burdens by various forms of taxation, especially the Likin dues.

## RICE SALES.

The daily proceeds from the sale of cheap rice in the four sheds during the days from the 1st day to the 4th of the 5th moon were as follows:

	East shed.	West shed.	Honam shed.	Wongsha shed.
1st	\$2,317	\$4,482	\$1,418	\$1,080
2nd	2,100	1,771	1,092	958
3rd	2,326	1,306	1,533	962
4th	1,650	1,128	778	728

8th June.

H. E. the Viceroy has granted a sum of \$3,000 towards the expenditure for the erection, and maintenance of the two large matchless on the new bank at Chun Lung Kow for the purpose of receiving patients from Hongkong for treatment during the plague season. The Kwangchow prefect has been instructed to hand this money to the Canton Self-Government Society, and the Government steam launch *Skin Chang* has also been placed at the disposal of the Society for the purpose of disembarking patients from on board the river steamers on their arrival here from Hongkong to the sheds.

## ROBBERY.

Yesterday at 1 o'clock a case of robbery took place in Kwong Nga Li street at a silk merchant's, under the style of Wah Hing Loong. Six robbers entered the shop, threatened the inmates, three in all, with their revolvers and shut them up in a room. The robbers then ransacked the premises without any resistance, as they had already guarded the door and nobody outside had noticed the incident, until they had decamped. A quantity of booty, mostly in cash, was carried away by the robbers to the extent of some six hundred dollars.

## COMMEMORATIVE FUNCTION.

Yesterday a commemorative function was held in the Hoi Tong monastery, Honam, in honour of the late Taotai Ching Shu Hing of Shanghai, and there a large attendance. Afterward an address giving particulars of the good services that Taotai Ching had rendered to the country and his fellow-countrymen, was read before the assembly. The people present all paid their respects to the photograph of the deceased, which was hung at the meeting hall. The meeting ended at four in the afternoon. A similar meeting will be held on the 13th instant by the Chun Mo Tsang Shu anti-opium society.

## CAMPHOR INDUSTRY.

Taotai Yip Chiu Yau has engaged two camphor refining experts from Formosa, they arrived on the 6th instant. Yesterday they were accompanied by a waiyan to proceed to the camphor refining works at Kuk Kong district for service.

## THE OPIUM CAMPAIGN.

On the 4th instant while on his way to the Fa Yuen district, the Pan Yu magistrate raided a number of opium dens in the Kong Tsang and Kow Tsang markets, placed under the seizure of over two hundred pipes and a large quantity of other opium smoking apparatus.

The keepers of these dens were arrested and were punished by being exhibited in cages for one day.

## THE DROUGHT.

A drought having been experienced here for some time, the first crop of rice has failed to a considerable extent, and a famine is apprehended throughout the province. The Kwangchow Prefect has been instructed by the Provincial Treasurer to request the officials of the different districts to report on the condition of the first crop in their respective districts.

## OFFICIAL AMENITIES.

H. E. the Viceroy proceeded to the Shamshu this morning at 11 o'clock to return official calls on the three new consuls at Canton—the British Consul, the Consul for the United States, and the Consul for Japan.

## RICE SALES.

The daily proceeds from the sale of cheap rice in the four sheds during the days from the 6th day to the 9th of this moon were as follows:

	East shed.	West shed.	Honam shed.	Wongsha shed.
6th	\$1,800	\$1,178	\$1,738	\$773
7th	2,520	1,738	1,508	1,235
8th	2,356	1,411	1,005	1,112
9th	2,150	1,333	1,257	934

10th June.

News reached Canton yesterday from "ung Hing, in the prefecture of Yumchow, that a disturbance has taken place in the locality between some Christian converts and other natives there. Yesterday, the French Consul at Canton called on H. E. the Viceroy in the afternoon, and it is said that the purpose of his visit was to ask H. E. to give orders to the officials at Tung Hing to maintain order.

## THE OPIUM FARM.

The Canton authorities have proposed to transfer the Canton opium farm under official administration and to place it under joint control of the Police Department and the Anti-opium Society.

## OFFICIALS.

The staff of the Bureau of Foreign Affairs attached to the viceroyalty has recently been weakened through transfers and promotions, &c., and the Viceroy has now applied to the Ministry of Foreign Affairs at the Capital for the services of some able English, French and German-speaking men to serve in the Canton Bureau of Foreign Affairs.

## LIKIN COLLECTIONS.

The collection of Likin dues during the first ten days of this moon as reported by the Likin officials amounted to the following:

## HOUSE-BOAT ARRESTED.

A few days ago a house-boat belonging to Mr. Wong Shin Piu, a well-known gentleman here, was seized together with the crew on board by the British police for anchoring at the Shamshu creek, in the British concession, at night, without the necessary permit from the Shamshu Municipal Council. The seizure of the boat, as it is ascertained was effected not only by use of the non-possession of a permit, but also because the boatman had used abusive language, and refused to leave the creek, when ordered to do so. The British Consul has communicated the fact to the Nankai Magistrate and also sent him the two boatmen arrested to be dealt with.

## DOCK CO'S OPPORTUNITY.

## STEEL TUG-BOATS FOR MANILA.

The quarter-master-general at Manila has invited proposals for the construction of twelve steel tug-boats, 100 feet long, for service in the coast artillery district. These vessels are somewhat larger than those formerly built and will possess living quarters for the entire crew. Here is another chance for the Hongkong and Whampoa Dock Co., which, in past months, has managed to outbid its competitors in securing awards for Manila contracts.

## OPIUM PROHIBITION.

The following are the Regulations of the Sinochow Anti-opium Bureau:

- (1) All cases of people who wish to get rid of their opium-smoking propensities, are invited to report themselves to the Bureau.
- (2) Those who can afford to pay for medicines, are required to do so.
- (3) Those who cannot afford to pay for medicines, are allowed to ask for them without charge.
- (4) Medicines are given every five days.
- (5) If any person should become ill in consequence of having given up the habit, he will be allowed to ask the official doctor to cure him.
- (6) Every person who has reported himself to the Bureau must be examined by the doctor of the Bureau every five days.—N. C. D. News.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadonzie & Co. write under this afternoon's date:—  
Since the issue of our last report, there has not been any important changes in our share market, and but few transactions have taken place during the interval. Rates, however, generally maintain a firm tendency.  
Banks.—Hongkong and Shanghai Banks continue to rule steady at \$7.00 at which rate sales have been effected. The London quotation has risen to £77.  
Marine Insurance.—Canton can still be obtained at \$735, and North China at \$1.77. Unions are easier at \$795, without business to report. In the North, Yangtze can be placed at \$150.  
Fire Insurance.—During the early part of the week, China Fires could be placed at \$93, but at the close there are buyers at \$92. Hongkong Fires remain steady at \$315.  
Shipping.—Douglases have declined to \$37, closing with sellers at the rate. Hongkong, Canton and Macao Steamboats have eased down to \$47, which rate they are obtainable. The 1 transports are firm and can be sold at 45.  
Refineries.—In stocks, under this heading we have no changes to report.  
Mining.—Chinese Engineerings have improved to \$16, but sellers prevail at the rate. Rauba is slightly easier and can be secured at \$8.  
Docks, Wharves and Godowns.—Sales of Whampoa Docks have taken place at the improved rate of \$108, closing quiet at \$107. Canton and Macao Steamboats have eased down to \$47, which rate they are obtainable. The 1 transports are firm and can be sold at 45.

Land, Hotels and Buildings.—Hongkong Lands are in demand at \$10, but none are obtainable. There are buyers of Shanghai Lands at the advanced rate of \$1.15.  
Cotton Mills.—Hongkong Cottons are quiet at \$12. Ewos are unchanged. Other stocks under this heading are unchanged and without business to report.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

Miscellaneous.—China Somen can be placed at \$107. China Light and Powers have changed hands at \$64, and there are further buyers at the rate. Sales of China Provident have been effected at \$65. Numerous sales of Green Island Cements have taken place at \$11.4, closing with probable buyers at \$12. There are buyers of Hongkong Ropes at \$35. Langkate are somewhat easier and have sellers in the North at \$14.50.  
Exchange.—The Banks selling rate on London is 1/10 1/2 on demand. T. T. on Shanghai is 7 1/2.  
Dividends Payable.—Langkate—Second interim of \$1.10 for a/c. 1908, payable in Shanghai on the 15th inst.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.  
Nos. 82 and 62.—No business reported.  
The market closes steady.  
Sales:—2200 bales of No. 102, 625 bales of No. 122, 1075 bales of No. 167, and 800 bales of No. 207 in all about 4600 bales.  
Arrivals:—Per steamers *Lingnan* and *Japan* (from Calcutta), and *Aradisa*, *Takasaki Maru*, *Isaka*, *Tokio Maru* and *Malta* (from Bombay) about 15,000 bales.  
Unsold Stock:—About 27,000 bales.  
Uncleared Stock:—About 18,000 bales.  
Exchange:—We quote today as follows:—  
India T. T. Demand at Rs. 135 per cent.  
London T. T. Demand at Sh. 10 1/2.  
Shanghai Demand at \$1.10 1/2.  
Silver Demand at \$24 1/2 per oz.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phipps & Co. write:—  
Our last circular was dated the 29th ult. The activity in the yarn market recorded in our last report was maintained for the first few days of the month, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered \$1.12 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold long for as stocks are becoming rapidly exhausted.  
By comparison quotations show a falling-off of fifty cents in one dollar from the preceding fortnight's advance.  
Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.  
No. 207.—A moderate business was done in selected threads at current rates.  
No. 167.—Cheap prices induced business in this thread.  
No. 122.—Not much in favour; sales of selected threads only reported.  
No. 102.—



THE engagement is announced of Francis Stewart, Gildery, Pigeon, Royal Engineers, elder son of Sir Francis P. Stewart, Chief Justice of Hongkong, and Lucie, daughter of Mr. W. James Smith, of Gibraltar, and Villa Vileja, Algeria.

THE *Echo de l'Inde* announces the engagement of M. J. Deveria, of the I.M.C., formerly of Lappa (Macau), now home on leave, to Mademoiselle Fernand. The marriage will take place in Paris in July and Mademoiselle Deveria will return here in August.

STAFF Paymaster R. P. Walker has been appointed to the *Tamara*, receiving ship, Hongkong, with effect from 14th ult. Staff Paymaster Walker has been connected with the financial department of the service for over 20 years, and he has held his present rank for the past 18 months.

WE are given to understand that the coolie who was stabbed through the lungs in a fight, which occurred at Kennedy Town last week, and who was not expected to recover, is expected to leave the Government Civil Hospital in another fortnight, the treatment which he underwent being highly successful.

THE ceremony of the presentation of the Japanese yacht, the *Yungo*, to the Chinese Throne, was held on the 27th ultimo. The *Yungo* was presented to the Emperor of China by the Japanese Minister, Mr. Abe (Acting Japanese Minister), their Excellencies Yuan Shih-kai, Chang Chih-tung, Liang Tung-yen and Mr. Tung. The yacht was handed over by Mr. Abe on behalf of the Emperor of Japan. The Minister was subsequently entertained at dinner by the above Chinese officials.

## Shipping.

### VESSELS IN PORT.

**STEAMERS.**  
Arabia, Ger. s.s., 2,867, C. Neumann, 7th June.—Portland, Or. 20th April, Flour and Lumber.—P. & A. S. Co.  
Benveniste, Br. s.s., 2,746, Webster, 12th June.—Singapore 7th June, Gen. C. L. & Co.  
Childar, Nor. s.s., 1,102, H. Nielsen, 3rd June.—Bangkok 27th May, Gen.—B. & S.  
Cholising, Ger. s.s., 1,021, P. Bucking, 11th June.—Bangkok 5th June, Rice.—B. & S.  
Chowla, Ger. s.s., 1,055, I. Spieser, 11th June.—Saigon 7th June, Gen.—B. & S.  
Chowlat, Ger. s.s., 1,115, W. Möllerman, 10th June.—Bangkok via Swatow 20th May, Rice Teak—B. & S.  
Courtfield, Br. s.s., 4,897, J. Wireman, 25th May.—Mol 20th May, Coal.—M. B. K.  
Drufar, Nor. s.s., 1,102, J. Bing, 25th May.—Bangkok 18th May, Rice and Gen.—B. & S.  
Empress of India, Br. s.s., 3,035, E. Beetham, 4th June.—Vancouver 15th May, and Shanghai 1st June, Mails and Gen.—C. P. R. Co.  
Glencarr, Br. s.s., 2,855, W. J. Haughton, 10th June.—Hakodate via Shanghai 7th June.—Sulphur.—M. B. K.  
Hailan, Fr. s.s., 377, O. A. Hsueh, 12th June.—Hokohu 11th June, Gen.—R. M.  
Haliphong, Fr. s.s., 100, Pomfort, 22nd April.—Haliphong 18th April, Ballast.—Wilks and Jacks.  
Hilary, Ger. s.s., 1,275, H. Uecker, 20th May.—Saigon 24th May, Rice.—S. W. & Co.  
Hongkong, Fr. s.s., 840, A. Cornelissen, 8th June.—Haiphong 5th June, and Hokohu 7th June, Gen.—A. R. M.  
Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th June.—Tamsui via Amoy and Swatow 9th June, Gen.—O. S. K.  
Kiang Ching, Ch. s.s., 1,002, Breander, 8th June.—Canton 7th June, Gen.—Chinese.  
Kiyo Maru, Jap. s.s., 1,448, S. Hirai, 9th June.—Bangkok 1st June, Teak-wood.—M. B. K.  
Kluksang, Br. s.s., 1,228, H. A. Wavell, 12th June.—Shanghai 7th June, and Amoy 10th June.—B. & S.  
Korea, Am. s.s., 5,651, A. Dixon, 4th June.—San Francisco 9th May, and Shanghai 2nd June, Mails and Gen.—P. M. S. Co.  
Lockman, Ger. s.s., 1,020, W. Taubert, 9th June.—Bangkok 3rd June, Rice and Rosewood.—B. & S.  
Lennox, Br. s.s., 1,361, F. McNair, 5th June.—Woolung 2nd June, Gen.—C. P. R. Co.  
Manila, Ger. s.s., 1,008, J. Minssen, 30th May.—Sydney 5th May, and Manila 27th May, Gen.—M. & Co.  
Mausang, Br. s.s., 1,644, Weigall, 7th June.—Sundakan 2nd June, Timber and Gen.—J. M. & Co.  
Nanchang, Br. s.s., 1,046, W. J. Miller, 11th June.—Canton 10th June, Gen.—B. & S.  
Nicomedia, Ger. s.s., 4,364, P. Wegmann, 11th June.—Portland, Or. 11th May, Gen.—P. & A. S. Co.  
Pailho, Ger. s.s., 476, V. Footwell, 27th May.—Salgon 22nd May, Rice.—B. A. L.  
Pailho, Br. s.s., 2,744, A. Dixon, 11th June.—San Francisco 7th Dec., and Portland, Or. 15th, Flour.—O. & S. S. Co.  
Powhatan, Br. s.s., 1,650, Turner, 20th May.—Sailors Crut 24th April, Ballast.—Eng. H. K. Fong B. S. & Co.  
Progress, Nor. s.s., 1,450, Schjismig, 11th June.—Mol 4th June, Coal.—Asgaard Thorson & Co.  
Prometheus, Nor. s.s., 1,024, O. Cornelissen, 4th June.—Bangkok 28th May, Rice.—B. & S.  
Protea, Nor. s.s., 1,024, C. Möller, 9th June.—Bangkok 20th May, Rice.—Asgaard Thorson & Co.  
Samson, Ger. s.s., 998, F. Schmidt, 8th June.—Salgon 3rd June, Rice and Cotton.—B. & S.  
Shantung, Ger. s.s., 1,668, G. Gosewisch, 3rd June.—Bangkok 27th May, Rice and Salt.—Yuen Fat Hong.  
Sumatra, Ger. s.s., 507, Melken, 12th June.—New Guinea 20th May, and Palao Id. 2nd June, Copra.—M. & Co.  
Teau, Br. s.s., 1,346, Outerbridge, 12th June.—Manila 9th June, Gen.—B. & S.  
Teucer, Br. s.s., 1,503, J. Baerling, 5th June.—Kobe 3rd May, Gen.—B. & S.  
Telsan, Br. s.s., 1,460, E. Finlayson, 10th June.—Yokohama 2nd June, Gen.—B. & S.  
Telnat, Ger. s.s., 1,003, O. Koch, 10th June.—Bangkok 1st June, Rice.—B. & S.  
Varentia, Br. s.s., 1,111, Richards, 2nd June.—Cardiff 17th April, Coal.—Government.  
Yushuo, Ch. s.s., 1,070, Pratt, 11th June.—Shanghai and Amoy 10th June, Gen.—O. M. B. & Co.  
Zenro, Br. s.s., 1,010, R. Rodger, 6th June.—Manila 6th June, Hemp and Sugar.—A. T. & Co.

**ARRIVALS AT HOME—28th April—Filistina, Prins Ludwig, Samaki Maru, Slavonia, 1st May—Polynesian, Patroia, 5th May—Salmosa, 7th May—Manila, 8th May—Awa Maru, Patroia, 12th May—Indra, 15th May—Mellor, Brantia, Prins Alice, Hohentauern, England, Longior, 19th May—Glenloch, Calhau, 21st May—Borneo, 22nd May—Pak Ling, Tamba Maru, 25th May—Ajaz, Armand Bahit, Prins Regent, Luitold, 2nd July—Belgravia, Benmore, Promethus, 5th June—Kinnah, Monmouthshire, Roon, 9th June—York, Inaba Maru, Pathan, 12th June—Pera.**

Steamers Expected.			
Vessels	From	Agents	Due
Arratoon A'car	Mol	D. S. & Co	June 23
Catherine A'car	Singapore	D. S. & Co	June 24
Eaga Maru	Shanghai	N. Y. K.	June 24
Tikini	Mol	J. C. L.	June 24
Nippon	Singapore	S. W. & Co	June 24
Scandia	Shanghai	H. A. L.	June 25
Yaboshi Maru	Mol	N. Y. K.	June 25
America Maru	Japan	T. K. K.	June 26
Prior Heinrich	Japan	M. & Co	June 26
Tijlasp	Mol	J. C. L.	June 26
Goben	Singapore	M. & Co	June 26
Monteagle	Japan	C. P. R. Co	June 27
Namang	Calcutta	M. & Co	June 28
Kumang	Calcutta	M. & Co	June 29
Emp. of Japan	Vancouver	C. P. R. Co	June 29
P. Waldemar	Sydney	M. & Co	June 29

### The Ships Passed Canal.

28th April—Banglos, Longior, Opach, Prins Heinrich, Suruga. 1st May—Prins Alice, Tonkin, Awa Maru, Carnarvonshire, Sado Maru, Metoor. 5th May—Nippon, Billerston, Borneo, Palma, Kistroma, Valentin. 8th May—Ajaz, Glenloch, Dortmund, Gardinia, Kaituck, Pak Ling, Tourane. 12th May—Kliti, Benmore, Calhau, Montrosi. 15th May—Benmore, Polynesian, Binge Maru, P. R. Luitold, Tamba Maru, Antiochus, Nereus, Franky. 19th May—Astyanax, Belgravia, Glenora, Pashawur, Schynhill. 22nd May—Albano, Antenor, Armand Bahit, Idomeneus, Promethus, Seneca, Socotra, Indrapura, Teukai, Istria, Jaton, Lothian. 26th May—Pera, Denledi, Sambia, Pathan. 29th May—Caladon, Montomaryshire, Saxonia, Inaba Maru, Kuwachi Maru—2nd June—Goben, Elladeth, Richmeri, Nora. 5th June—Agamemnon, Australis, Indramayo, Liberia, Ningzhou, Nubis, Qu'en Olga. 9th June—Glenhurst, Benlarig, Suevia, Colombo Maru, Prins Ludwig.

**ARRIVALS AT HOME—28th April—Filistina, Prins Ludwig, Samaki Maru, Slavonia, 1st May—Polynesian, Patroia, 5th May—Salmosa, 7th May—Manila, 8th May—Awa Maru, Patroia, 12th May—Indra, 15th May—Mellor, Brantia, Prins Alice, Hohentauern, England, Longior, 19th May—Glenloch, Calhau, 21st May—Borneo, 22nd May—Pak Ling, Tamba Maru, 25th May—Ajaz, Armand Bahit, Prins Regent, Luitold, 2nd July—Belgravia, Benmore, Promethus, 5th June—Kinnah, Monmouthshire, Roon, 9th June—York, Inaba Maru, Pathan, 12th June—Pera.**

**CHINA COAST METEOROLOGICAL REGISTER.**  
June 11th, 1908, a.m.  
Bar. Th. Hu. Wind W.

CHINA COAST METEOROLOGICAL REGISTER						
June 11th, 1903, A.M.						
			Bar.	Th. Hu.	Wind	Wv.
Vladivostok	7 a.m.	29.91	55	97	0	0
Nemuro	6 a.m.	29.89	—	—	0	0
Hakodate	"	29.89	—	—	0	0
Tokio	"	29.75	—	N 2	2	—
Kochi	"	29.80	—	—	—	—
Nagasaki	"	29.72	—	E 4	0	0
Kobe	"	29.76	—	E 4	0	0
Osaka	"	29.73	—	SW 7	2	—
Yokohama	"	29.77	—	SW 7	2	—
Manila	"	29.78	—	S 4	4	—
San Francisco	"	29.89	—	—	—	—
Chfoo.	6 a.m.	29.74	73	46	S 1	0
Weihaiwei	6 a.m.	29.75	70	—	WNW 3	—
Hankow	9 a.m.	29.86	73	90	NE 1	0
Kiukiang	"	29.92	71	90	NE 1	0
Shanghai	9 a.m.	29.78	70	85	SEE 1	0
Guatuf	"	29.75	68	93	—	0
Sharp Peak	"	29.79	77	88	ENE 4	0
Amoy	6 a.m.	29.81	79	91	0	0
Swatow	"	29.77	79	91	0	0
Taihou	5 a.m.	29.77	79	—	0	0
Taiaku	"	29.84	—	—	0	0
Tainan	"	29.86	—	E 2	—	—
Koshu	"	29.82	—	NW 5	4	—
Pescadores	9 a.m.	29.83	83	—	0	—
Canton	9 a.m.	29.83	83	91	S 1	0
Hongkong	10 a.m.	29.80	84	79	SW 3	0
Victoria Peak	"	29.81	84	—	S 7	—
Gap Rock	"	29.81	—	—	SW 4	—
Macao	"	29.84	84	—	S 3	—
Hoihow	9 a.m.	—	—	—	—	—
Pakhoi	"	—	—	—	—	—
Phoulin	8 a.m.	29.73	82	—	S 5	0
Toumae	"	29.78	79	—	S 5	0
S. S. James	"	29.89	83	—	SW 1	0
Apatri	6 a.m.	29.89	80	—	SW 1	0
Maui	10 a.m.	29.91	88	73	S 1	0
Legaspi	6 a.m.	29.93	87	—	0	0
Barolod	9 a.m.	—	—	—	0	0
Iloilo	"	29.95	81	—	NNZ 1	0
Cebu	"	29.88	86	—	NE 1	0
Labuan	"	29.86	86	—	—	0

June 12th, 1908, a.m.

Vladivostok	7 a.m.	30.03	51	95	0	0
Nemuro	6 a.m.	30.01	—	—	0	0
Hakodate	6 a.m.	30.01	—	—	0	0
Tokio	6 a.m.	29.99	—	WE	0	0
Kochi	6 a.m.	29.88	—	—	0	0
Nagasaki	6 a.m.	29.84	—	E	0	0
Kyoshima	6 a.m.	29.84	—	—	0	0
Osabina	6 a.m.	29.80	—	S	0	0
Naha	6 a.m.	29.80	—	—	0	0
Ishigakijima	6 a.m.	29.80	—	—	0	0
Bonin Is.	6 a.m.	30.01	—	SW	0	0
Yokohama	6 a.m.	29.70	67	74	SE	0
Weihaiwei	9 a.m.	29.74	68	—	SE	1
Hankow	6 a.m.	—	—	—	—	—
Kinkiang	6 a.m.	29.83	74	90	—	0
Shanghai	9 a.m.	29.79	74	—	—	0
Guangzhou	6 a.m.	29.77	66	700	SE	1
Sharp Peak	6 a.m.	29.79	79	95	SE	1
Amoy	6 a.m.	29.82	79	87	SE	1
Singapore	6 a.m.	29.82	79	87	SE	1
Taihou	5 a.m.	29.82	—	—	—	0
Taipei	6 a.m.	29.85	—	—	—	0
Tainan	6 a.m.	29.86	—	—	SE	0
Koshou	6 a.m.	29.87	—	—	—	0
Pescadores	6 a.m.	29.84	—	—	—	0
Canton	9 a.m.	—	—	—	—	—
Hongkong	10 a.m.	30.25	81	85	SW	0
Victoria Peak	6 a.m.	—	—	—	SE	0
Gap Rock	6 a.m.	29.81	—	—	—	0
Maui	6 a.m.	29.85	81	—	S	0
Holihow	9 a.m.	—	—	—	—	—
Pakhoi	6 a.m.	—	—	—	—	—
Phulles	8 a.m.	29.80	77	—	N	0
Tourane	6 a.m.	29.82	82	—	—	0
C. St. James	6 a.m.	29.81	79	—	—	0
Apurri	6 a.m.	29.81	79	—	SW	0
Manila	10 a.m.	29.81	77	—	SE	0
Legaspi	6 a.m.	29.81	77	—	SE	0
Bacolod	9 a.m.	—	—	—	SE	0
Iloilo	6 a.m.	29.95	86	—	N	0
Cebu	6 a.m.	29.93	86	—	N	0
Labuan	6 a.m.	29.88	82	—	N	0

Barometer 29.83  
Temperature 84  
Humidity 79  
Rainfall 0.0

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	180,000	\$15	\$15	{ \$1,500,000 \$1,500,000 \$10,000 }	\$2,000,387	{ Final of 2s on old and 2s.10/- on new shares for 1-year ending 31.12.07 .....	8 %	{ \$750 London 277 }
Nations Bank of China, Limited .....	90,000	£7	£6	{ \$1,750,000 \$1,750,000 \$10,000 }	\$72,891	2s (London 3/6) for 1903 .....	...	81
MARINE INSURANCE.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$10,000 }	none	\$20 for 1906 .....	8 1/2 %	\$255 sellers
North China Insurance Company, Limited .....	10,000	£11	£3	{ Tls. 1,000,000 Tls. 48,948 \$10,000 }	Tls. 204,424	Interim of 7/6 ex 2/3 for 1907 .....	6 %	Tls. 774
Union Insurance Society of Canton, Limited .....	15,000	\$250	\$100	{ \$1,500,000 \$1,500,000 \$10,000 }	\$1,006,011	{ Final of 2s. making 2s for 1906 and Interim of 2s for 1907 .....	14 %	\$791
Yangtze Insurance Association, Limited .....	15,000	\$100	\$60	{ \$1,500,000 \$1,500,000 \$10,000 }	\$1,001,763	1s2 and bonus 5s for 1906 .....	10 %	\$150 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,500,000 \$1,500,000 \$10,000 }	\$372,432	2s and bonus 2s for 1906 .....	8 1/2 %	\$24 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$10,000 }	\$428,027	2s for 1906 .....	8 1/2 %	\$215
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$7,500,000 \$7,500,000 \$10,000 }	\$1,053	1s for 1906 .....	...	\$15
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$5,000,000 \$5,000,000 \$10,000 }	Nil.	3s for year ending 30.6.1907 .....	10 1/2 %	\$378 sellers
Hongkong, Canton & Macao Steamship Co., Ltd. ...	80,000	\$15	\$15	{ \$12,000,000 \$12,000,000 \$10,000 }	\$16,437	{ 1s for 2nd half-year making in all 2s2 for year ending 31.12.07 .....	7 1/2 %	\$294
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred) .....	60,000 60,000	£5 £5	£5 £5	{ \$3,000,000 \$3,000,000 \$10,000 }	£5,694	5/- for 1906 @ ex 2/3 = \$2.24 per share ...	3 1/2 %	{ \$388 £24 }
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 \$10,000 }	Tls. 14,510	Final of Tls. 12 making Tls. 3 for 1907 ...	7 1/2 %	Tls. 43 sellers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ \$1,871,000 \$1,871,000 \$10,000 }	\$172,370	{ Second interim of 1/- (Coupon No. 9) for a/c 1907 .....	4 1/2 %	Tls. 514
* Star Ferry Company, Limited .....	{ 10,000 10,000 }	\$10 \$10	\$5 \$5	{ Tls. 40,000 Tls. 40,000 \$10,000 }	\$8	{ \$1.00 for year ending 30.4.1908 \$0.50 .....	4 1/2 % 3 1/2 %	\$25 \$15
Taku Tug and Lighter Company, Limited .....	3,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 \$10,000 }	\$18,730	Final of Tls. 2 making Tls. 6 for 1906 .....	12 1/2 %	Tls. 40 sellers
REFINERIES.								
China Sugar Refining Company, Limited .....	2,000	100	100	{ \$200,000 \$200,000 \$10,000 }	\$9,218	2s for year ending 31.12.06 .....	...	\$228
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ \$700,000 \$700,000 \$10,000 }	...	3s for 1897 .....	...	\$28
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 350,000 Tls. 350,000 \$10,000 }	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06 .....	...	Tls. 774 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$10,000 }	£11,556	Interim of 1/6 (No. 10) for account 1908 .....	7 1/2 %	Tls. 16 sellers
* Sub Australian Gold Mining Company, Limited {	{ 150,000 50,000 }	£1 £1	£1 £1	{ \$1,500,000 \$1,500,000 \$10,000 }	\$11,358	No. 12 of 1/- = 48 cents .....	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited .....	18,000	£25	£25	{ \$4,500,000 \$4,500,000 \$10,000 }	\$3,726	1s.75 for year ending 31.12.06 .....	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	6,000	\$50	\$50	{ \$300,000 \$300,000 \$10,000 }	\$3,516	Final of 2s making 2s for 1907 .....	6 1/2 %	\$514
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$10,000 }	\$441,443	Final of 2s making 2s for 1907 .....	7 1/2 %	\$107
Shanghai Dock and Engineering Co., Ltd. ....	5,700	£100	£100	{ \$570,000 \$570,000 \$10,000 }	\$16,459	{ Interim of Tls. 2 for six months ending 31st October, 1907 .....	7 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited ...	30,000	£100	£100	{ \$3,000,000 \$3,000,000 \$10,000 }	Tls. 69,237	Final of Tls. 9 making Tls. 17 for 1907 .....	7 1/2 %	Tls. 254 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 2,500,000 \$10,000 }	Tls. 6,131	Tls. 6 for 1907 .....	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ \$250,000 \$250,000 \$10,000 }	\$10,008	2s for year ending 30.6.07 .....	10 1/2 %	123 sellers
Central Stores, Limited .....	50,133	\$15	\$15	{ \$751,995 \$751,995 \$10,000 }	\$9,1	2s for 1906 .....	...	123 sellers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$600,000 \$600,000 \$10,000 }	\$23	Final of 2s making 2s for 1907 .....	7 1/2 %	95
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	100	{ \$5,000,000 \$5,000,000 \$10,000 }	\$36,915	{ Final of 2s making 2s for 1907 ending 31.12.07 .....	7 %	100 sellers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$10,000 }	\$4,621	70 cents for 1907 .....	7 %	110 buyers
Kowloon Land and Building Company, Limited ...	1,000	\$50	\$50	{ \$50,000 \$50,000 \$10,000 }	168	2s for 1907 .....	6 1/2 %	525 buyers
Shanghai Land Investment Company, Limited .....	75,000	Tls. 50	Tls. 50	{ Tls. 3,750,000 Tls. 3,750,000 \$10,000 }	Tls. 107,547	{ Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907 .....	6 1/2 %	Tls. 121 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$625,000 \$625,000 \$10,000 }	\$1,541	{ Final of 2s making in all 2s.10 for year ending 31.12.07 .....	8 1/2 %	\$48
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 750,000 \$10,000 }	Tls. 8,807	Tls. 2 for year ended 31.10.1907 .....	4 1/2 %	Tls. 38
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ Tls. 1,250,000 Tls. 1,250,000 \$10,000 }	\$14,269	50 cents for year ending 31.7.07 .....	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 \$10,000 }	Tls. 8,819	Tls. 6 for year ended 30.9.06 (8%) .....	...	Tls. 65 buyers
Soochow Cotton Spinning & Weaving Co., Ltd. ...	5,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 500,000 \$10,000 }	none	Tls. 8 for 1906 .....	...	Tls. 774
Soy Cotton Spinning Company, Limited .....	1,000	Tls. 500	Tls. 500	{ Tls. 500,000 Tls. 500,000 \$10,000 }	Tls. 50,663	Tls. 50 for 1906 .....	...	Tls. 500
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ £1,290 £1,290 \$10,000 }	£618	1/3 per share for 1906 .....	9 %	\$74
China-Borneo Company, Limited .....	60,000	\$2	\$2	{ \$120,000 \$120,000 \$10,000 }	Nil.	1s.30 for 1907 .....	12 1/2 %	\$104 buyers
China Light and Power Company, Limited .....	10,000	\$10	\$10	{ \$100,000 \$100,000 \$10,000 }	\$25,000	60 cents for year ended 31.6.06 .....	...	164 buyers
Do. Do. special shares .....	* 10,000	\$1	\$1	{ \$10,000 \$10,000 \$10,000 }	\$25,000	80 cents for 1907 .....	8 1/2 %	504 sales
China Provident Loan & Mortgage Company, Ltd. ...	185,000	\$10	\$10	{ \$1,850,000 \$1,850,000 \$10,000 }	\$2,593	...	...	...
Jaily Farm Company, Limited .....	25,000	\$7 1/2	\$6	{ \$1,875,000 \$1,875,000 \$10,000 }	\$2,974	\$1.50 for year ending 31.7.07 .....	6 1/2 %	\$20
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$10,000 }	\$5,078	1s and bonus 20 cts. for year ending 29.2.08	12 1/2 %	\$11
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$120,000 \$120,000 \$10,000 }	\$251	75 cents for 31.12.07 .....	6 1/2 %	\$12 buyers
Hall & Holtz, Limited .....	31,000	\$20	\$20	{ \$620,000 \$620,000 \$10,000 }	\$15,002	2s for year ending 28.2.07 .....	12 1/2 %	\$20 sellers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ \$600,000 \$600,000 \$10,000 }	\$9,321	1s and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$16
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$125,000 \$125,000 \$10,000 }	\$4,578	Final of 2s making in all 2s for 1907 .....	8 1/2 %	\$233 sales
Hongkong Rope Manufacturing Company, Ltd. ....	63,000	\$10	\$10	{ \$630,000 \$630,000 \$10,000 }	\$8,192	Final of 2s making in all 2s for 1907 .....	8 %	\$23 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 547,000 Tls. 547,000 \$10,000 }	Tls. 17,127	Interim of Tls. 10 for 1st quarter { 80 cents on fully paid shares and 6 cents on 1/2 paid shares for year ending 30.4.08 .....	6 1/2 % 4 %	Tls. 520 sellers \$14
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$250,000 \$250,000 \$10,000 }	\$7,514	...	...	\$8
Peak Tramways Company (new) .....	50,000	\$10	\$10	{ \$500,000 \$500,000 \$10,000 }	Nil.	...	...	...
Philippine Company, Limited .....	75,000	\$10	\$10	{ \$750,000 \$750,000 \$10,000 }	Nil.	...	...	...
Shanghai Gas Company, Limited .....	34,000	Tls. 50	Tls. 50	{ Tls. 1,700,000 Tls. 1,700,000 \$10,000 }	Tls. 6,003	Final of Tls. 9 making Tls. 2 for 1907 .....	7 %	Tls. 109 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 30	Tls. 30	{ Tls. 2,450,000 Tls. 2,450,000 \$10,000 }	Tls. 2,493	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited .....	16,350	£20	£20	{ £1,290 £1,290 \$10,000 }	Tls. 38,332	Final of 27/6 making 2s for 1907 .....	...	Tls. 380 sales
South China Morning Post, Limited .....	6,000	\$25	\$25	{ \$150,000 \$150,000 \$10,000 }	Dr. \$41,034	None	6 1/2 %	\$23 buyers
Steam Laundry Company, Limited .....	30,000	\$5	\$5	{ \$150,000 \$150,000 \$10,000 }	\$478	40 cents for year ending 31.5.07 .....	...	\$4
Freemantle Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 \$10,000 }	Tls. 201	Tls. 6 for year ending 30.4.07 .....	4 1/2 %	Tls. 97 sellers
Osaka Waterworks Company, Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 \$10,000 }	\$111	50 cents for 1907 .....	...	\$11
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$4	{ \$100,000 \$100,000 \$10,000 }	\$1,860	{ 80 cents on 5,000 ord. shares and \$1.50 on 100 Founders shares for yr. end. 31.5.07 Final of 30 cents = 2s making 60 cents for year ending 31.7.07 .....	6 1/2 %	\$13
Watson, (A. S.) & Co., Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 \$10,000 }	£6,458	Final of 30 cts. making 30 cts. for the year ended 30th June, 1906 .....	...	\$58 buyers
William Powell, Limited .....	15,000	\$10	\$10	{ \$150,000 \$150,000 \$10,000 }	\$41	...	...	...
* These shares are entitled to half of the profits.								
DIVIDENDS PAYABLE—								
Langkat—(2nd interim) .....							Tls. 10	June 15th



# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5793

號四十月五年四十三緒光

FRIDAY, JUNE 12, 1908.

五拜禮

號二十月六年英港

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,120,000

#### Head Office.—YOKOHAMA

##### Branches and Agencies.

TOKIO  
KOBE  
OSAKA  
NAGASAKI  
LONDON  
LYONS  
NEW YORK  
SAN FRANCISCO  
HONOLULU  
BOMBAY  
SHANGHAI  
HANKOW  
CHEFOO  
TIENSIN  
PEKIN  
NEWCHANG  
DALNY  
PORT ARTHUR  
ANTUNG  
LIAOWANG  
MUKDEN  
TIELING  
CHANG-CHUN  
HANKOW

HONGKONG.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance

On fixed deposit:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

#### HEAD OFFICE:

60 WALL STREET, NEW YORK

#### LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4 per cent. per annum.  
" 6 " 3 " " "  
" 3 " 2 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL, Fl. 45,000,000 (£3,750,000).  
RESERVE FUND—Fl. 5,374,375 (about £448,000).

#### Head Office.—AMSTERDAM.

#### Head Agency.—BATAVIA.

BRANCHES.—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegeh, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

#### INTEREST ALLOWED.

On Current Accounts 2 per cent. on daily balances.

Fixed Deposits 12 months 4 per cent. per annum.

Do. 6 do. 3 do. do.

Do. 3 do. 2 do. do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [16]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$13,500,000  
STERLING ..... \$1,500,000 at 2/—=\$15,000,000  
SILVER ..... \$13,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

#### COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.  
E. Goetz, Esq., Deputy Chairman.  
E. G. Barrett, Esq.  
O. G. R. Brodersen, Esq.  
G. F. Frisland, Esq.  
C. S. Gubbay, Esq.  
C. R. Lestmann, Esq.  
R. Shullim, Esq.  
R. Shewan, Esq.  
Hon. Mr. H. A. W. Glade.  
H. E. Tomkins, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

#### MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS.—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 12 months, 4 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 3 months, 2 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 21st May, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE.—LONDON.

PAID-UP CAPITAL ..... £1,200,000.  
RESERVE FUND ..... £1,525,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent. per annum.

Do. 6 " 3 " " "

Do. 3 " 2 " " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Taels 7,500,000

#### HEAD OFFICE.—SHANGHAI.

#### BOARD OF DIRECTORS: BERLIN.

#### BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Feshaendlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypotheken und Wechselbank, Muenchen.

#### LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

LONDON, &c., via usual Ports: DELHI ..... 13th June. See 1st page. Noon. Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... About 17th June. Freight only.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... About 23rd June. Freight only.

For Further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 4th June, 1908

## Intimations.

### LANE, CRAWFORD & CO.

### FOLDING CANVAS BEDS.

8 FT. 6 IN. LONG

OPEN

Closed.

\$8.00 each

With MOSQUITO FRAME and CURTAIN \$15.00 complete.

THIN TROPICAL BLANKETS.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [38]

Ask for

KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS: CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 27th May, 1908 [40]

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and most not be chosen in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelopes to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

1000 and Comic Cards for 1/5.

English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

500 ASSORTED Cards for 2/6.

1 gross Jewelled Cards for 2/.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

#### JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,895 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SU-IAN" 1,651 Tons and "SU-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf, Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$5.00

Do. do. do. do. Monday do. .... \$6.00

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days, at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

SUNDAY, 14th June.

S.S. "HEUNGSHAN" will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 8 P.M. A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel.

## Hotels.

### MACAO HOTEL.

### SPECIAL REDUCED SUMMER RATES.

PER DAY ..... \$ 4.00 to \$ 7.00 according to room selected.

" WEEK ..... 25.00 " 40.00 " " "

" MONTH ..... 90.00 " 140.00 " " "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by Ah Cheong for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PAKE, near the TRAN TERMINUS Tel. 53.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900 [15]

KAMAKURA KATHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April. [140]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager.

Hongkong, 2nd June, 1907. [13]

### CONNAUGHT HOTEL,

HONGKONG.

### A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

For Terms apply to—

THE MANAGER & AGENT



## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ HEINRICH" Capt. P. Grosch	WEDNESDAY, Noon, 17th June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. Welheimi	About WEDNESDAY, 17th June.
MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	THURSDAY, 5 P.M., 18th June.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About the end of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 4th June, 1908.

[8]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	CALEDONNIEN	Martin	22nd June, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOKIN	Charbonnet	23rd June, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOURNAI	Lancelin	6th July, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	POLYNESIE	Broc	7th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 9th June 1908.

[14]

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—13 DAYS.

LONDON and PARIS—26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

## Proposed Sailings:

* AMIRAL EXELMANS	25th July.	CEYLAN	26th Nov.
* OURSANT	27th Aug.	CORSE	11th Jan.
* MALTE	12th Oct.		

No passengers. \* Intermediate class and rates of passage. New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

[46]

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 16th March, 1908.

[17]

## Immigration.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bontts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half June	JAPAN	Second half June
TJIKINI	JAPAN	Second half June	JAVA	Second half June
TJILATJAP	SHANGHAI	Second half June	JAVA	Second half June
TJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG	JAVA	Second half June	JAVA	Second half June
TJIPANAS	JAVA	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports and through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th June, 1908.

[16]

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO &amp; CO.,

Agents.

Hongkong, 28th March, 1908.

[1]

## Notice of Firm

## INTERNATIONAL SLEEPING CAR

and

## EXPRESS TRAINS CO.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 31st July, 1907.

[47]

## Dentistry.

TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEE.

Consults on Free.

Hongkong, 20th June, 1904.

[60]

DR. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1901.

[61]

## Anti-Chinese Scenes.

## ENGLISH SEAMEN OBJECT TO ASIATIC SAILORS.

## MEMBERS OF FOREIGN CREW CHASED THROUGH STREET.

Serious trouble broke out in the East-end of London yesterday (May 11) owing to the engagement of Chinese crews for British ships. A crowd of English seamen attempted to prevent Chinese from going aboard, and the police had great difficulty in protecting the foreigners from violence. There are fears of more and worse trouble if the dispute between the ship-owners and the white sailors over the employment of this Chinese labour is not quickly settled.

## AN EXCITING DAY.

By the meantime the Chinese colonies at Poplar and Limehouse have had a full and exciting day. There were moments when the scuffles in the East India Dock-road, outside the mercantile marine office of the Board of Trade, between a large force of police and hundreds of excited white sailors looked very ugly. Once, when the police had escorted a squad of Chinamen to the entrance of the office, after the white sailors had previously barred their admittance there, there was a confusion of struggling police and sailors over the cowering foreigners, when spectators thought something serious would happen.

After the Chinamen had been dealt with inside and came out again, they stampeded and were chased through the streets to the dens of Limehouse, followed by shouting mobs who tied them up and headed them off. In many cases they reached the security of the lodging-house doors only just ahead of their pursuers, and the timely arrival of the police on the scene prevented the houses being stormed by the crowd.

## CAUSE OF THE TROUBLE.

The cause of the trouble was explained some time ago in the "Morning Leader." On 1 Jan. last a "language test," which had been added to the Shipping Act, came into force.

The "test" was really very necessary. It was to prevent shipowners shipping men for the sake of cheapness who did not understand the orders given them. Before the passing of this Act it had often happened, especially on the Welsh coast, that the officers of the watch on a British ship had a wheelman who did not know enough English even to understand the terms "port" and "starboard." The course had to be shown such a man by sticking a pin in a compass card.

This kind of seaman was shipped on board in bunches by Greek boarding-masters (otherwise crimps), who used to get so much per head "blood money." It need not be said the men went at a lower rate than any British sailor would have accepted.

## A LEGAL LOOPHOLE.

Then Mr. Lloyd George instituted this "language test," but it did not apply to natives of British colonies and protectorates.

A week after the test came into force the "Leader" announced that ships, with full crews of Chinamen who could not speak English, were leaving London.

The Chinamen would present themselves to a marine superintendent as a crew for a British ship. On discovering that only two of their number (the "first hands") could understand English, they were rejected. But the next day they would appear again, still incompetent in the language, but able to say "Hongkong."

They had discovered that by pretending to be British subjects the superintendent would have to accept them. In one instance they actually produced an alias, pointing out Hongkong in it as a proof of bona fides.

## A BURNING QUESTION.

The question has been a burning one in the shipping world since the beginning of the year. The unemployed white sailors on Saturday last brought the matter to a climax. They learned that a crew of Chinamen was to be shipped on the steamer Zimbesi. They repaired in a crowd to the Surrey Commercial Dock and kept the Chinamen off. The captain of the vessel then came to an amicable agreement with the whites, and took them on instead.

Yesterday the Board of Trade office at Poplar was besieged by white sailors, who said they were determined no Chinamen should go inside.

It was obvious that the men were very incensed. As soon as a group of innocent Chinamen approached, looking puzzled and scared, the whites rushed at the doors of the shipping offices, and bundled them out. The crowd grew so great by three in the afternoon, when a large Chinese crew for a big steamer was expected to arrive, that more police were sent for.

The police, with several inspectors, cleared the road for the while, but it was obvious there would be rough times when the Chinese appeared. About four o'clock the Chinamen appeared in a body, and marched to the main entrance. In spite of the police the white sailors got there first in force, and kept the Chinamen out.

The Chinese took to their heels; but their resolute boarding-master himself a Chinaman, got them together again, and with an escort of police under several inspectors, they were marched to a side entrance.

## AN ANXIOUS MOMENT.

For the moment it looked as though they would get in quietly, but there was a determined and ugly rush of whites, and the police had a few rough minutes—so did the men.

"They'll have Chinamen for your job soon," was shouted to the grim inspector. Eventually the Chinamen were shoved through—and rejected by the superintendent. Then the Chinese were chased by crowds to the lodging-houses, and it was lucky for them they proved to be excellent runners.

Into the boarding-house of Mr. C. Ahoo—the "Leader" representative, entered, to get the Chinese view of the case. It was an eerie den, and Mr. Ahoo, as soon as he learned the business of the visit, "So saved," although he really spoke very good English at first.

## MORE TROUBLE AHEAD.

Whatever the merits of the dispute, it should be understood by the authorities that the white deck hand and fireman, when they have a grievance, and are not handled by the police whilst airing it (though the police, of course, are only doing an unpleasant duty), are liable to resent it in a far deeper way than the shore worker in a similar dispute.

And from now, and until this dispute is settled, as the Britishers asserted yesterday, they are going to picket every Board of Trade office where Chinamen are dealt with.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

the 13th June, 1908, at 11 A.M. at their Sales Rooms, No. 8, Des Voeux Road Central, corner of Ice House Street.

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—

DOUBLE and SINGLE IRON BED-STEADS and BEDDING, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS and BUREAUX with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE.

ALSO

ONE COTTAGE PIANO by the Robinson Piano Co., ONE AMERICAN BILLIARD TABLE with ACCESSORIES COMPLETE, ONE COMBINATION IRON SAFE.

AND

A quantity of YAMAGATA CREPE SHIRTS (in boxes of 4 doz. each, various sizes) and ANTIMONY WARE.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 12th June, 1908. [586]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

the 13th June, 1908, at 3.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A QUANTITY OF BRASS, E.P. &amp; GLASS WARE, CUTLERY,

A Few Pieces of SILK TAPESTRY,

and

TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 12th June, 1908. [577]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

on

## TUESDAY and WEDNESDAY,

the 23rd and 24th June, 1908, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD and SURPLUS NAVAL AND VICTUALING STORES,

Comprising—

Old and Surplus Naval Stores:—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &amp;c.;

Old and Surplus Victualing Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &amp;c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 5th June, 1908. [573]

ALFRED HERBERT RENNIE, Deceased

## SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz:—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong, containing an area of 120 56/100 square feet and known and registered in the Land Office as Island Lot No. 1,633 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1931, at the annual Crown rent of \$552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Fire".

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-story building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Cooles Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER,

8 Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE.

Deceased.

Hongkong, 10th June, 1908. [131]



## Intimations.

**Wm. Powell, Ltd.,**

**ALEXANDRA BUILDINGS.**

**Special Show.**

**WHITE COSTUME MUSLINS.**

**MERCERISED LAWNS, LACE STRIPES, TAFFETTAS.**

**WHITE SUMMER MUSLINS.**

**COSTUME MUSLINS, EMBD.**

**NAINSOOKS, SPOT MUSLINS.**

**WHITE EMBROIDERED ROBES.**

**Wm. Powell, Ltd.,**

*Des Vœux Road,*  
and  
**28, Queen's Road,**  
HONGKONG

## THE FORECASTING OF HURRICANES.

The College of the Jesuit Fathers at Belen, in Havana, is famous not only as the principal educational institution in the West Indies, but also on account of the very important and valuable Observatory which is supported there to the immense benefit of the commerce and navigation of the Gulf and Caribbean Sea.

Just as the progress of sanitary and medical science has been the means of avoiding and even preventing the yellow fever in these parts of the world, so the advancing study of meteorology has enabled predictions and defence against the cyclones and hurricanes which are so frequent and disastrous.

This year the Observatory celebrates its jubilee. Since fifty years ago the Fathers have been taking exact readings of barometers and atmospheric conditions, and during thirty years they have devoted themselves to the study of hurricanes and perfected the science of forecasting them with an exactness which is almost miraculous. People in the North of America and in Europe have little idea of the force of these storms, nor of the immense damage which they bring in their track. On October 24, 1868, a terrible hurricane fell on the city of Havana, which resulted in the wreck in the bay, one of the safest in the world, of more than seventy vessels. In the same month of 1846 another of particular violence struck the city; 1,878 houses were totally destroyed, 501 were partially ruined, 235 ships were wrecked in the bay, whilst 48 sustained serious damage, 114 persons were killed and 76 wounded. Compare with this frightful disaster the record of hurricane of equal violence which visited Havana in December, 1906. Every tree in Havana was blown down; only two small schooners were wrecked, and a few houses on the sea shore were blown down. The total of lives lost was twenty-five. And this considerable decrease in the damage wrought by the hurricane was entirely due to the telephonic and telegraphic notices sent out by the Fathers before the storm had approached the island.

It is claimed by the admirers of the Observatory that it is far superior to the Washington signal service, of which there is also a station in Havana. Proof of this was given at the time of the great hurricane which devastated the town of Galveston in 1900. The signal service announced that the storm had expended itself in the Upper Atlantic. Father Gangotit sent out cable warnings that the cyclone would pass over Texas; and as he predicted, the hurricane struck Galveston, entirely destroying a large section of the town. Afterwards the exact course of the storm was compared with the charted forecast of the Belen Observatory, and there was not found the slightest divergence in any particular. The Belen reports are sought throughout the two seas from Texas to Barbados, and their utterances are regarded as

1870 that the Director, Father Vines, whose name is known and revered throughout the scientific world, first set himself to his life's work, the problem of the hurricanes, their forecasting, and the organization of a defence against them. To assist him in his study he had the records of the Havana Observatory for the preceding twelve years, and, more important still, he was labouring at a spot situated right in the centre of the cyclonic area, in the very path of the great majority of the West Indian storms.

He divided his observations with a four-fold object: First, to find some sign or group of signs which would invariably prove the existence of a cyclone whilst still at a great distance from the observer. Secondly, to determine from what part of the horizon it was coming. Thirdly, to locate the curve on which the cyclone would move in sufficient time to betake oneself to a place of safety. Fourthly, to determine the distance, area, density, and velocity of the cyclone.

No better spot than Havana could be found for such observations. Every year he had the opportunity of studying at least one hurricane, either whirling around in a circle, or losing itself in the almost complete calm of its treacherous turning-points, or rushing along with increased velocity on the second line of its parabolic trajectory.

The first decision at which the learned Jesuit arrived was the conception of the upper clouds with the storm. He came to the conclusion that those light, fleecy clouds so high up in the air and commonly called goose-feathers were the fleet messengers sent from the heart of the storm to announce its advent. That such was the case has since been amply demonstrated. Further he found that the direction of those white clouds corresponded exactly with the area of the hurricane—that the vanishing-point of their converging lines was the part of the horizon from which the storm would come. The next important discovery was that the different altitudes of the different clouds revealed the different currents of air. For a cyclone, be it well understood, is not one mighty wind blowing only in one direction. Rather it is several such winds blowing in several different directions. For this reason the cloud observations at Belen are made under the three headings of Higher, Intermediate, and Lower.

For six years the Father continued his strenuous labours, concluding in 1876 with a tour of the islands to observe the results of recent hurricanes. The following year he gathered the result of his researches into a volume expressing in stately terms his theories on West Indian hurricanes. This book and another, his scientific testament published after his death, form the basis of all that is known of these terrible storms. Translated into English, French, and German, they have been quoted over and over again by all the leading meteorologists in the world.

"Cyclonophoscopy." By these any mariner can tell with almost as much accuracy as the officials of the Observatory the approach of a cyclone and adopt measures for safety accordingly.

The organization of the cyclone service throughout the seas is most complete. There are stations at Trinidad, Barbados, Martinique, Antigua, Porto Rico, Jamaica, and Santiago de Cuba. These stations, besides the other Jesuit observatories in the Island of Cuba, send regular daily reports by cable to Belen. In the cyclone season, or when required, other stations at St. Thomas, San Christopher, Guadalupe, Dominica, and Granada send reports. Besides this there are two cable observations daily from Washington and the Mexican National Observatory. By this means information is received well in advance of the approach of cyclonic symptoms. The Observatory has often given warnings of the oncoming hurricane, tracing its probable course with the greatest exactitude, when still it was more than five hundred miles away.

Throughout the two seas are awaited with the greatest interest. Looking through the old files of Cuban newspapers one is struck with the great respect and reverence with which the work of the Observatory was regarded. Steamship companies, cable companies, chambers of commerce, ship masters and planters all seem to have joined again and again to offer their thanks to the Fathers whose work has resulted in an incalculable saving of human life and of property. Under the rule of Spain, no ships of the Government were allowed to leave the harbour of Havana until the Observatory reported that the weather conditions were likely to be good. The earliest known forecast dates from 1875 to 1886 the capture of an American ship, the Liberty, disregarded the warning signals, and the ship was lost in the track of the storm with all but two hands.

The Pilot Chart of Washington of 1889 says: "All ships' masters should pay the greatest attention to the storm signals of Havana. Their importance to commerce can scarcely be over-estimated. As Havana has very complete telegraphic information eastward early and reliable news is received of every hurricane that is likely to reach that port or any of the adjacent waters."

An eloquent tribute was paid to the Observatory and its late director by Captain Hutchinson, of the Southern Pacific Line, calling at Havana: "For the many years that I have navigated the Gulf, I have never touched at Havana without calling on the Padre. During the hurricane sea on his opinion is always anxiously sought after."

"For the many years that the Observatory has been performing this great work it has never received a penny of compensation. It has never asked for a 'pesech.' The Chamber of Commerce and the great steamship lines have contributed an annual sum of \$1,000 and the Western Union and the English Cable Company have passed all weather telegrams without charge for very many years."

How long may the Observatory flourish to continue its work.—*Full Mail Gazette*

## Intimations.

**ON HIS MAJESTY'S SERVICE.**

TENDERS are invited for the SUPPLY OF CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPER, SHOEMAKERS or LEATHER WORKERS, or the period of 12 months commencing 1 July next, to H.M. Naval Yard.

Forms of Tender can be obtained at Chief Constructors Office, H.M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than noon on SATURDAY, 20th June, 1908.

W. T. HACKADAY, Chief Constructor  
Hongkong, 11th June, 1908.

**F. BLACKHEAD & CO.**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURE

**SOLE AGENTS FOR**  
HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR LAUNCHES,  
&c., &c., &c.

**Sole Agents for**  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUOR SOOTY WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

**NOTICE**  
The Public are hereby informed that the Public have been made in the Rangoon, Hongkong, and Shanghai, and more than 100,000 copies of the book have been sold.

**THE MANAGER**  
HONGKONG TELEGRAPH CO.  
Hongkong, 11th June, 1908.

**NOTICE**  
The Public are hereby informed that the Public have been made in the Rangoon, Hongkong, and Shanghai, and more than 100,000 copies of the book have been sold.

**THE MANAGER**  
HONGKONG TELEGRAPH CO.  
Hongkong, 11th June, 1908.

## Intimations.

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE**  
Very palatable.

Known throughout the world and prescribed in all cases of *Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.*

DOSE: One wine-glass after 11 or two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valençay (Drôme-France).  
JALDEKOR, MAJOR & CO., Hongkong.

**SANTA CASA DA MISERICORDIA OF MACAO:**  
**NOTICE.**

It is hereby notified for public information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the Santa Casa da Misericórdia of the Macao, the adjudication by Public Auction, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—  
1. Persons desirous of bidding must DEPOSIT with the Provider of the Santa Casa, before the opening of proceedings, the sum of \$100 as a PLEDGE of the bona fides of their offer, which sum shall be returned to all those who fail to be awarded the lease, immediately after the adjudication.  
2. The TENDERS, which must be in sealed covers, addressed to the Provider, must be DELIVERED to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.  
3. Those failing to make the Deposit will not be allowed to bid, nor will their Tenders be accepted.  
4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent IN CASH of ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa, personal bond being unacceptable.  
5. The UPSET VALUE of the lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to the amount of the Rent of the Hotel, as shown at the Office of the Secretary of the Santa Casa where they can be considered by intending bidders.

**ANTONIO MARIA INNOCENCIO MAHER,**  
Secretary to the Board of Directors, Santa Casa da Misericórdia,  
Chambers of the Santa Casa da Misericórdia,  
44th May, 1908. [543]

**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**  
(CAPITAL PAID UP ... \$1,250,000)  
Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 19th March, 1908. [48]

**PAUST BEEVING COMPANY MILWAUKEE.**  
**FRESH SUPPLIES**  
ALWAYS KEPT IN STOCK  
BY  
SIEMSEN & CO.,  
Agents for  
HONGKONG & SOUTH CHINA.  
Kowloon, 20th Int., 1908. [111]

**To Let.**  
TO LET.  
A HOUSE in KNITSFORD TERRACE, Kowloon.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th June, 1908. [195]

**To Let.**  
TO LET.  
FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.  
Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 11th June, 1908. [257]

**To Let.**  
TO LET.  
GOOD OFFICES at 2, FEDDER STREET.  
Apply to—  
JARDINE MATHESON & CO., LD.  
Hongkong, 11th June, 1908. [54]

## To Let.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan Toms & Co.)  
Apply to—  
THE COMPADRE DEPARTMENT,  
E. D. SASSOON & CO.,  
Queen's Road Central.  
Hongkong, 9th June, 1908. [188]

**To Let.**  
FROM 16TH JUNE.  
THE FURNISHED FLAT on Top Floor of Messrs. Douglas J. Ayrick & Co.'s Offices, Four Rooms with Kitchen and Bath Room.  
Terms on application to  
DOUGLAS J. AYRAICK & CO.,  
No. 1, Douglas Street.  
Hongkong, 2nd June, 1908. [56]

**To Let.**  
SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.  
ONE ROOM in PRINCE'S BUILDING, Top Floor.  
Apply to—  
S. J. DAVID & CO.,  
Prince's Building.  
Hongkong, 1st June, 1908. [5177]

**To Let.**  
HATHERLEIGH, CONDUIT ROAD.  
A HOUSE in WONG-NEI-HONG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING, GODOWNS in PRAYA BLUE BUILDINGS, and No. 168, DES Vœux ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.  
No. 10, DES Vœux ROAD CENTRAL, 1st Floor.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th June, 1908. [61]

**To Let.**  
GODOWN No. 54, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 8th May, 1908. [499]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**To Let.**  
NOS. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

## Consignees.

**S.S. "POLYNESIAN"**  
**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London and Havre ex S.S. *Polynesian*, and from Bordeaux ex S.S. *Frederic Alard* and *Perbeckmoller*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless information is received from the Consignees before 11 AM, TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 15th June, or they will not be recognized. All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent.  
Hongkong, 8th June, 1908. [114]

**"MOGUL" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**STEAMSHIP "MONTROSE,"**  
**FROM GLASGOW, LIVERPOOL AND STRAITS.**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 10 AM. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 9th June, 1908. [58]

**NOTICE TO CONSIGNEES.**  
**THE P. & O. S. N. Co's Steamer**  
**"MALTA,"**  
**FROM BOMBAY, COLOMBO AND STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *China*.  
From Calcutta, ex S.S. *Sunda*.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.  
Hongkong, 10th June, 1908. [17]

**AMERICAN AND MANCHURIAN LINE.**  
**NOTICE TO CONSIGNEES.**  
**FROM NEW YORK VIA SUEZ.**

**THE Steamship**  
**"KARONGA,"**  
Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th instant, at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 9th June, 1908. [182]

**COLD STORAGE.**  
**THE HONGKONG ICE COMPANY, LTD.,** have now 40,000 CUBIC FEET OF COLD STORAGE available at EAST POINT. Steers will be Open to 10 AM and 4 PM daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLSON, Manager.  
Hongkong, 11th June, 1908.



## Intimations.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

**WATSON'S HYGIENOL**  
AND  
**BUBONIC PLAGUE.**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.**

PRICES PER PINT ..... 50 Cents  
" " GALLON ..... \$2.00.

**A. S. WATSON & CO., LIMITED.**

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908. [33]

**(The Hongkong Telegraph)**

HONGKONG, FRIDAY, JUNE 12, 1908.

## A QUESTION FOR PROPERTY OWNERS.

After reading the speeches delivered at the Legislative Council yesterday on the subject of the compensation which it is proposed to award those property-owners whose houses may be reduced in size, the "average reader" will wonder why Mr. Pollock, the champion of the proletariat, should have remained quiet. At every turn Mr. Pollock's name creeps up. It was introduced by the Governor when he referred to the vigorous address of the hon. member last year on the subject of sanitation, and the arguments then used were employed against his present attitude. We hold no brief for Mr. Pollock, but we suspect that since those early days of his career at the Legislative Council his views have altered. If any other conclusion can be arrived at, of course we are open to conviction, but at the two meetings which have been largely devoted to the consideration of this "third storey" idea Mr. Pollock has been to all intents and purposes a passive listener. On the other hand, the new blood in the persons of Mr. Murray Stewart and Mr. Slade has been exactly the reverse. Somehow or another Mr. Stewart has become the mouthpiece of the unofficial members, and it was rather amusing, not to say instructive, to notice how he won his colleagues to his side, and how his ideas were bolstered up with facts by the civilian element in the Council. The Governor in his introductory address, which was evidently a carefully prepared statement, made no allusion to his personal views, but rather threw the onus of the Bill on the speakers who addressed the Council a year ago. It is true he expressed the thought that the clause should recommend itself to the Council, and that he trusted the members would adopt it unanimously; but it is not the Governor's clause, and we are in the dark as to whether it is the Governor's idea regarding the panacea. The great point of the Governor's speech, and we quote from Hansard, ran in the following terms: "The third point I ask you to look at this clause from, is: Will this scheme lay down the Government in a heavy expenditure beyond the resources of the Colony? I have already pointed out it is

much less costly than the present alternative of resumption and it can be applied piecemeal. I invite your attention to the fact that the clause reserves to the Government in Council the right to put the scheme into operation or not. It cannot be forced upon Government either by an owner anxious to secure the improvement of his property on the one hand or on the other by the Sanitary Board anxious to improve the general sanitation of the Colony to an extent which the revenue cannot bear. In vulgar parlance, are we any forwarder? Is this not a suggestion that the Government has no idea what the expense will mean to the Colony, nor to the well-to-do property owners but to the ratepayers who have to fish for every penny they make? Where is the guarantee that the scheme will not cost as much as or more than the resumption of congested areas? Neither was the answer to the question why if this scheme was so advantageous to property owners had they failed to recognize it in the past, so very convincing. We are told that under the present Bill the landlord is to obtain an increased rental, and if this proves correct all may be well, but we have only a problematical question before us and even the Colonial Secretary is not infallible. Mr. Murray Stewart in his address withdrew most of the objections to the clause which he had formulated at the previous sitting, but we are inclined to believe that he was actuated more by the idea that it was useless to run his head against a stone wall than because he was convinced of the excellence of the Government's proposals. The question of the probable effect of the new clause on investments in property still remains. And as everybody knows the property market has been in a very depressed state for the last few years. Anything that adds to the intricacies of the problem whether it is wise to invest in property is bound to have an injurious effect on the market, and at a time when the assessed value of land and houses in Hongkong is stationary, and buyers are the reverse of importunate, a proposal to import new conditions into the purchase of property is of extremely doubtful benefit. Mr. Stewart was curiously optimistic on the subject, but, no doubt, he had adequate grounds for his optimism. In his own words, "the element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. I understand that the opinion of these recognized authorities on property has undergone considerable modification in the matter of compensation, and that in their opinion the remaining objection is not serious enough to warrant continued opposition to the proposal. In these circumstances, I do not feel justified in pressing my individual objection to the clause on this ground. I object in principle to the imposition of vague and indefinite contingent liabilities upon any property of any kind unless it can be shown to be an absolute necessity of the public welfare. I am not persuaded that this necessity has been made out. But I am not prepared to ride my own idea to death." So that Mr. Stewart still stands in the position he took up at the previous meeting of the Legislative Council. All that has been gained by the opposition to the clause in question is an elaboration of the authority responsible for the demolition of certain buildings in Hongkong. Whether that concession will suffice to meet the designs of the resumption scheme, whether it will tend to the eradication of plague in the Colony, still remains to be seen. After all, the supreme power rests with the Governor-in-Council and how the Governor-in-Council arrives at his decisions nobody can tell.

## LOCAL AND GENERAL.

TWELVE cases of plague are officially reported as having occurred during the twenty-four hours ended at noon to-day. They were all Chinese. The total for the year up to date is now 719.

A COOLIE, with a sweet tooth, is now serving fourteen days in gaol for appropriating fourteen pounds of sugar, the property of the Taikoo Sugar Refinery, yesterday. Mr. J. H. Kemp was the presiding magistrate.

WE are informed by the American Consul that, by direction of the Insular Collector of Customs of the Philippine Islands, the ports of Jurata and Sitakel, P. I., will be closed, as ports of entry on June 30, 1908.

ACTING under instructions from the Ministry of the Interior, the Viceroy of Hubei Province has instructed the Taotai of Constabulary to make a full report on matters concerning the constabulary of the Hubei Province.

DURING the past three years Mr. Silverstone has been agent of the Pacific Mail Steamship Co., Occidental and Oriental Steamship Co., Toyo Kisen Kaisha, and Portland and Asiatic Steamship Co., and has taken an active interest in everything in connection with shipping interests of this port. He is leaving on s.s. Korea, (accompanied by Mrs. Silverstone and youngest son) Tuesday next, 16th, on a well earned vacation of six months. His friends wish him and family an enjoyable trip, and safe return to the Colony. This evening Mr. Silverstone will be entertained by the members of his club at a dinner at the Hongkong Hotel.

## THE "BOKHARA" BUOY.

LAYING NEW CABLE.

The Government tender *Stanley*, Capt. Willoughby, is employed in a number of different services. Besides being the Governor's steam yacht, when His Excellency proceeds on official visits to Macao, Canton and the West River, she maintains a regular service between the port and the lighthouses in the immediate vicinity. Last week we reported her visit to Gup Rock, to which Capt. Willoughby had to deal with a batch of recalcitrant fishermen who refused to be employed in the laying down of moorings near the Rock for the *Stanley* in boisterous weather. On Wednesday the tender was called upon to effect the annual change in the moorings of the buoy known to mariners as the "Bokhara" buoy. Capt. Willoughby left port at an early hour in the morning and towed a junk down to help in the job.

"Bokhara" buoy is about three miles east of Cape D'Aguiar. It marks a dangerous pinnacle rock on which the s.s. *Bokhara* stranded some many years ago. As illustrating the dangerous character of the submerged rock it has a depth of 21 fathoms of water, and immediately alongside it a sudden fall to four fathoms. Within a radius of 300 feet from the rock, the water sinks to depths variously estimated at ten, twelve, and fourteen fathoms. As the *Stanley* approached the rock on Wednesday the task of locating it was none too easy. When soundings were taken within a very short distance of the buoy the depth of water was found at short intervals to be as stated above.

The weather being fine, the reworking of the buoy's cable, which is one of two inches, was not attended with much difficulty. The buoy was bodily lifted on board the cargo junk which had been towed down. It is interesting to note that for a length of five fathoms from the buoy end of the cable it was heavily encrusted with barnacles, oysters and shellfish. For three fathoms lower down the links were much worn by constant friction against the rock. The remainder of the cable was in good order and condition. Attached to the cable is a two-ton anchor by means of which the buoy is held in position. After completing the work of relaying the cable, the *Stanley* weighed anchor and reached her moorings in the harbour at three o'clock the same evening.

## WEST RIVER S. S. CO.

THE "KWONG TAI" PURCHASED.

[From Our Own Correspondent.]

Canton, 11th June.  
I have from time to time made reference to the fact that, after the West River patrol agitation had subsided, the gentry of Wuchow started to float a shipping company with a capital of \$500,000 fully subscribed, the concern has been formed under the style of the West River Mercantile Shipping Company, and it has been registered at the Viceroy's vamen. The new company, without loss of time, has now, as an initial step, bought the s.s. *Kwong Tai* from Messrs. Sander, Wheeler & Co. of Hongkong. This steamer is of 282 tons and has long been running between Hongkong and Wuchow. She arrived at Canton yesterday to be submitted for survey by the Shin Hoo Kow officials. The new company contemplates maintaining this vessel on her usual run.

## THE CATTLE TRADE.

DR. GIBBS' MISSION.

The mission of Dr. Gibson, the veterinarian sent here by the government at Hongkong with a view to arranging for inspection of cattle by a Philippine representative at that port, appears to have been a partial failure, says the *Manila Times*. He was informed by the authorities here that they did not think it incumbent on them to provide such an inspector, and that it behooved the authorities at Hongkong to take steps to stop the exportation of diseased cattle from Hongkong to that port.

As matters now stand it is provided that, beginning June 1st all cat and carabao imported into the Philippines from countries where dangerous and communicable animal diseases are known to exist, shall be liable to not less than ten days' quarantine here supplementary to a period of not less than ten days from the time of embarkation.

By kind permission of Major R. Le H. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner at the Hongkong Hotel, to-morrow, the 13th instant:—

March ..... "Knights Errand" ..... Bridgeford  
Waltz ..... "Daffodil" ..... Thicket  
Selection ..... "Les Cloches de Corneville" ..... Planquette  
Trot ..... "Simple Air" ..... Thonard  
Overture ..... "Bells" ..... Donizetti  
Gavotte ..... "Intermezzo" ..... Hall  
Selection ..... "Flourish" ..... Bore  
Two-Step ..... "Laughing Water" ..... Hager  
Regimental Marches .....  
God Bless the Prince of Wales.  
God Save the King.

ACCORDING to a circular sent out by the Hong Kong Volunteer Reserve Association shortly for the May Cup will take place on the 13th inst. 1,000 yards, at King's Park Range for the special pool, at 5.0.500 and 200 yards. The special pool, at 5.0.500 and 200 yards, at King's Park Range, on the 20th inst. 21st and 22nd. The Berkeley Cup, 600 yards, and King's Park Range, on the 27th and 28th. The times being as usual. There will be no competition on each of these dates. Members are reminded that cash must be paid on range for ammunition and cards and in circumstances can credit be given. Hong Kong currency only will be accepted. Members requested to hand in all their score cards to the secretary to keep a more complete record for the information of the Governor.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## A LEGAL ANOMALY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—It occurred to me whilst reading your report of a case which came before the Chief Justice the other day, that there was something extraordinary in the fact that a plain-jiff in an action, although instructed by a solicitor, should be called upon to cross-examine his own witnesses and address the Court himself, and that his solicitor had said no in the proceedings at all. Upon inquiry, I was informed by a well-known gentleman in the legal profession that the case came before the Chief Justice in what is called the "Original Jurisdiction" in which Court a solicitor has no right to appear on behalf of his client without having Counsel, but that he may instruct his client in the case without being able himself to do anything, except to watch the case. Why should a person who cannot afford to pay heavy fees to Counsel, be deprived of the services of his solicitor, I cannot conceive. On the other hand, another case was also reported by you which came before the Puisne Judge, but in this case Counsel (instructed) by a solicitor appeared on one side and a solicitor (without Counsel) on the other. This, I was told, by the gentleman above referred to, came before the Puisne Judge, in what is called the "Summary Jurisdiction" of the Court, in which both Counsel and solicitor may appear for either party. In short, the gentleman informed me that Counsel has a right to appear for his client in any jurisdiction of the Court (although in some cases he must be instructed by a solicitor) but that a solicitor's right to appear on behalf of his client is only limited to certain jurisdictions of the Court. I then questioned the gentleman in whether in criminal proceedings before the Chief Justice, a prisoner could have the advantage of a solicitor if he is unable to pay Counsel, but the gentleman laughingly replied that if a prisoner and his friends are not able to pay Counsel's fees, he has got to do the best he can for himself. Surely, this state of things is not quite fair to the poorer classes of the community, especially the Chinese of small means. A man may be in a position to pay a solicitor but not Counsel, and although he may be able, with the assistance of his lawyer, to prove innocence, being an ignorant man and not knowing the "tricks of the trade" to enable him to substantiate his innocence, the law says: "We cannot allow your lawyer (solicitor) to defend you, but you must do the best you can for yourself; remember, ignorance of the law is no excuse"—and he is a poor Chinaman from the wilds of the New Territory.

I hope some of your readers will agree with me when I say that, in a criminal case, the above anomaly is, to say the least, monstrous. The "tricks of the trade" may be different, for I am not of "give and take" between solicitors and Counsel with regard to the different jurisdictions of the Court.

We are not in England where we can obtain the services of barristers and solicitors by the hundreds and where things are entirely different from what obtains in this Colony.—Yours,

JUSTICIA.

Hongkong, 12th June, 1908.

## ANOTHER HANKOW RIOT.

ENRAGED LAND-OWNERS CREATE DISTURBANCE.

The *Hankow Daily News* of 6th inst. says:—That promised to be a widespread riot broke out early yesterday morning. It appears in the question of title deeds of the reclaimed land inside the embankment was recently brought up and in a manner unsatisfactory to the owners of the land, many whom were unable to produce sufficient evidence to warrant their possession. On Monday afternoon many of these paid a visit to the Taotai but met with little attention to their petition for an acknowledgment of rights to their property. Failing fair means, foul resorted to and yesterday morning a police line on the outskirts of the suburbs was dashed and the representative of the Hsin Yung Ting had a narrow escape from being lynched. The city was by this time in turmoil, but a timely proclamation by the Taotai stating that the matter would be brought before the Viceroy quietened things and no further disturbances occurred. To policemen are said to have been roughly handled and suffered severe wounds.

## THE OPIUM CAMPAIGN.

DRASTIC PUNISHMENT.

Recently a non-commissioned officer belonged to the Sixth Division of the Luchow was shot by a detective smoking opium in a hotel in the Capital. The officer was reported General Wang Yin-kai who at once asked the Ministry of War for permission to execute the offender. This was granted. The condemned man was carried forth to the execution ground and, when he was about to be beheaded, the whole division of troops knelt down before the General asking pardon for the officer. The soldiers stated that the officer was not addicted to the opium-smoking habit at all, but that he was only using opium as a medicine on account of the disease. The General refused that opium-smoking was strictly prohibited among the military, and that the officer had violated the Opium Regulations with unbecoming impunity, so that if he should be punished it was what he deserved. General Wang continued that, as the officer was not addicted to the habit, he would be sentenced to 3,600 blows and dismissed from the service as a warning to others. The General then instructed the division of troops that from henceforth no soldier should be found smoking opium, and that if he was caught he should be beheaded without fail.—N. C. D.

## INSPECTOR WARMOCK'S RETIREMENT.

POLICE PUZZLED BY CURIOUS QUESTION.

After serving for over twenty-two years in the Hongkong Police Force, Inspector W. G. Warnock—one of the most popular and efficient officers of the corps—is about to retire on pension. It is his intention to sever his connection with the Force on the 25th instant, and to leave for the land of his birth on the 27th, by the English mail *Ariadne*. When writing of one of the most self-effacing members of the Police Force—one who has proved his abilities in a variety of directions, and whose modesty is proverbial—it is difficult without calling up the blush of shyness to refer to his admirable record. At the same time that record is appreciated and recognised by the authorities, and it will be a permanent standard for those officers who follow in his footsteps.

A movement, we understand, is on foot, homologated by his colleagues and subordinates to recognise the esteem in which he is held in some tangible fashion, but the question has arisen whether, under the rules of the service, such a laudable idea can be carried out. It seems that the rule prohibits, except under the direct permission of the head of the Government, the presentation of tokens of regard, but it is possible that on this occasion the rule may be relaxed, in order that those who knew and appreciated the qualities of the genial inspector, may, on the eve of his departure, testify to the *esprit de corps* which animates the Police Force of this Colony.

## WORRIES OF HOUSEWIVES.

CHINESE AMAH'S INSOLENCE.

All those fortunate—or misfortunate according to circumstances—it is to maintain a household in the Colony must have experienced at one time or another the worries attending the control of domestic servants. Great as they appear to be in most cases where recalcitrant "boys" and coolies are concerned, they are small in comparison with the constant annoyances and pinpricks such as only Chinese amahs are capable of inflicting upon helpless housewives. A case has just been brought to our notice as having occurred in a European family residing at Pedder's Hill which illustrates the length to which the overbearing conduct of some amahs will go. One day last week the amah in the employ of the English family, who need not be named, approached the mistress of the house to leave, bringing with her a substitute who was willing to submit to a day's probationary service. The trial, needless to say, was thoroughly satisfactory and at the end of that day the leave-taking woman was allowed to go, being paid her full wages beforehand. The substitute had charge of the child in the family, the following day and took the "little one" for her usual afternoon's outing. On her return the child was literally put down on the floor in the middle of the parlour, and the amah to—"Missie, no can work; must go up Canton to-night. Papa make dead!" It so happened that there was no boat for Canton that evening. On the following day the woman was more amenable to reason, but on the next she positively refused "to do a stitch of work." When she was taken by the arm to the wash tub, for the day's washing, the amah in her own way of thinking considered her dignity violently outraged. Rushing out of the house she screamed out aloud a storm of abuses and proceeded to the Police Court to secure a summons against her mistress. Evidently her information was unsatisfactory and she failed in her errand. Later in the day she took with her a Chinese constable and, in the absence of the husband from the house, she led the constable past her mistress to the servants' quarters and under the wings of the constable's authority which he arrogated to himself, proceeded to remove all her belongings. When the lady's husband returned in the evening the whole circumstance was related to him. The constable's violation of a private house was witnessed by a lady friend of the house and by the house-boy who acted as interpreter. Complaint was laid departmentally against the constable with the Captain Superintendent of Police, who had the offending constable along with several others in his private office. Their badges were removed and the houseboy was called first to identify the offending policeman. He said he was sure the man who entered his master's premises was not among the batch. The two ladies one after the other were then called in to pick out the individual. They succeeded in identifying the man without the least difficulty and as the P.C.'s number corresponded with that stated by the lady when lodging the complaint, the case was made out against the man to the C.S.P.'s satisfaction. The Chinese constable, for his offence, was deprived of his badge and reduced in his rating. It was a pity the amah was not proceeded against also.

In order to prevent any infringement of trademarked goods the Insular Collector of Customs at Manila has issued a circular to all Collectors throughout the Philippines to watch carefully for any marks that may imitate, copy, or in any way bear resemblance to the legal mark and to exclude them accordingly. As showing the value of public auction of property over private sales the following comparison of the two most recent sales will be instructive, says the *Hankow Daily News*. Lot 62, comprising an area of 30.46 fong and a house which cost about 9,000 taels sold for 14,300 taels at public auction, the ground thus realising about 174 taels a fong. Lot 63, has, we hear, now changed hands privately for a sum of 15,800 taels. The house is worth about 4,000 and the land measures 841 fong, so that the first would cost about 120 taels per fong, a difference of 34 taels per fong on two sales which are within a hundred yards of one another.

As showing the value of public auction of property over private sales the following comparison of the two most recent sales will be instructive, says the *Hankow Daily News*. Lot 62, comprising an area of 30.46 fong and a house which cost about 9,000 taels sold for 14,300 taels at public auction, the ground thus realising about 174 taels a fong. Lot 63, has, we hear, now changed hands privately for a sum of 15,800 taels. The house is worth about 4,000 and the land measures 841 fong, so that the first would cost about 120 taels per fong, a difference of 34 taels per fong on two sales which are within a hundred yards of one another.

## The "Powan" Disaster.

WRECK ABANDONED.

MORE BODIES RECOVERED.

In our business section the advertisement which we anticipated last evening, appears of the sale of the wreck of the s.s. *Powan*. What remains of the vessel has been abandoned to the underwriters.

MORE BODIES RECOVERED.  
To-day the Tung Wa hospital launch, which has been engaged in scavenging duties since Tuesday morning, reports the recovery of eight corpses more; one was that of a woman. The dead bodies were all removed to the Kennedy Town hospital where they were photographed awaiting identification.

Representatives of a local Chinese bank proceeded to the Steamboat Co.'s office to-day and intimated that on the night of the accident, one of their *fohs* was travelling on board the *Powan* with a sum of \$7,000 in notes which he had tied round his waist. The money was for the purchase of "c ryo" in Canton. The man is still missing, and it is not known that among the bodies recovered any had so large a sum of money with it.

With to-day's recovery the number of missing is now wholly accounted for. Indeed, there is one too many, and it would appear that the body found, in the harbour, by the Police yesterday morning, and which was believed to be that of one of the *Powan* passengers could not be after all.

In conversation to-day, with a gentleman whose profession invests his statements with a good deal of authority the explanation was offered to our representative that all the bodies recovered by the hospital launch could not have belonged to the *Powan*. As a matter of fact he had heard it reported that a large passenger junk had foundered in a gale the other day up river. There was every possibility that with the freshets now obtruding in the river as a result of the rains some of the bodies might have been washed down. This theory appears to receive substantiation in the fact that the wreckage from the *Powan* had been carried away southward, much of it having been found as far away as four miles from the scene of the wreck. So that it was reasonable to suppose that the bodies, if they actually were those of among the *Powan* passengers, would have been washed away in that direction.

Asked for an explanation as to how the steamer's superstructure could have been bodily detached from the hull, the plausible observations were made that, "if, as it has been reported in the *Hongkong Telegraph*, the steamer was carrying a cargo of 100,000 lbs. of paper, the big volume and the high power of flotation which the nature of the cargo gave, must have lifted up all the deck work and with the vessel's plume in the contrary direction the deck became parted from the hull. As a matter of fact it must be remembered, the *Powan* was 31 feet from the ship's keel to the top of the hurricane deck. Indeed, the circumstance must be regarded as a most fortunate one, but for the wooden structure being above water, the casualty list might have presented a more melancholy aspect than the paper, has been capable of accurately compiling."

VICEROY CHANG'S CONCERN.

[From Our Own Correspondent.]

Canton, 11th June.  
In addition to the steam-launch sent on the 9th instant, by the Canton Fong Pin Hospital to Hongkong to cruise near the wreck of the s.s. *Powan* for the purpose of recovering any corpse that may be found, the gunboats *Fah Po* and *Shum Hong* were also, by order of the Viceroy, despatched in the afternoon of the same day to the scene for scavenging duties. None of the three vessels have yet returned to Canton.

## CANTON DAY BY DAY.

LIKIN COLLECTION.

[From Our Own Correspondent.]

Canton, 11th June.  
The collection of Likin dues during the first ten days of this month is reported by the Likin officials amounted to tael 31,359.00.5. HOUSE-BOAT ARRESTED.  
A few days ago a house-boat belonging to Mr. Wong Shui Ping, a well-known gentleman here, was seized together with the crew on board by the British police for anchoring at the Shamenee creek, in the British concession, at night without the necessary permit from the Shamenee Municipal Council. The seizure of the boat, as it is ascertained, was effected not only because of the non-possession of a permit, but also because the boatman had used abusive language, and refused to leave the creek, when ordered to do so. The British Consul has communicated the fact to the Nanhai Magistrate and also sent him the two boatmen arrested to be dealt with.

## GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley, between June 6th and June 8th. The following cards were returned:—

CAPTAIN'S CUP.

\*B. Davidson ..... 88—16—75  
C. T. Beath ..... 82—17—75  
C. E. H. Beavis ..... 80—17—77  
A. Moirley ..... 95—18—77  
Dr. G. M. Hanlon ..... 82—17—78  
D. Clark ..... 82—17—78  
A. Giffins ..... 81—17—80  
g's entries.  
FOOL.  
C. T. Beath ..... 81—17—75  
B. Davidson ..... 81—16—75  
Mr. Murray ..... 81—17—76  
C. E. H. Beavis ..... 80—17—77  
\* Winner of Cup.  
\* Tie for Fool.



## Telegrams.

**"HONGKONG TELEGRAPH" SERVICE**  
**THE ANTI-CHRISTIAN RIOT.**  
**MOB DISPERSED.**

[By courtesy of the "Sheung Po."]

Kiangai, 11th June.  
The anti-Christian mob at Ping-heung dispersed on the arrival of troops.  
The commander was instructed to take steps to secure the arrest of the ringleaders with a view of making an example of them.

**LAND SUBSIDENCE.**

[By courtesy of the "Sheung Po."]

Hupeti, 11th June.  
The Viceroy of the Hukwang Provinces in a memorial, reports the subsidence of a hill at Cheung Yeung district.  
The land within a radius of 10 li has sunk.  
Hundreds of families have been entombed.

**THE YUNNAN REBELLION.**  
**AGAINST FRENCH ENCROACHMENT.**

[By courtesy of the "Sheung Po."]

Peking, 11th June.  
The Empress Dowager has instructed Prince Ching and H. B. Yuan Shih-kai to telegraph to H. B. Sik Liang, Viceroy of Yunnan, urging him to take precautions against the encroachment of Chinese territory by French soldiers.

**GERMANY AT TSINGTAU.**

[By courtesy of the "Sheung Po."]

Peking, 11th June.  
The Germans at Tsingtau are minting coins for the local currency.  
They have also established a college, and an application has been made to the Board of Education at Peking to register the college so that Chinese students may proceed to Tsingtau to prosecute their studies there.

[Rover's.]

**Mulai Hafid.**

LONDON, 10th June.

Mulai Hafid has entered Fez with much pomp.

**A Battleship's Narrow Escape.**  
H.M.S. *Irresistible* while exercising in the Channel had a narrow escape from capsizing. The sea valves refusing to close, the water rushed in lifting her heavily.

Tugs answered her signals of distress and are standing by, constantly pumping.  
The water is now under control.

Later.

**The Yunnan Rebellion.**

The local officials on the Yunnan border have apologized to the French authorities for the recent attack on a French reconnoitring party, and have promised to punish the culprits.

**The Japanese in California.**

The whites in the Los Angeles melon district, California, have demolished a Japanese wagon and injured the occupants. They also stoned a crowd of Japanese, severely injuring several.

The whites resent the presence of the Japanese.  
Several whites were arrested.

The Chinese are frequently credited with having invented the compass, and even with having anticipated gunpowder, though the uses they made of these and other discoveries were seldom of a kind "to stagger humanity." It is claimed by the *Orientalist Lloyd* that they also utilised a form of toxic gas. In the eleventh century, according to some of their illuminated manuscripts, a "gilgoliche" or "counting milledrum car," which possessed some of the features of the modern apparatus was running in the streets of their cities. Judging from the several illustrations of the "gilgoliche" contained in the famous "Tsan-shu-hae" collection of pictures, the vehicle had a single pole or shaft, and ran on two wheels, and consisted of two storeys. In each of these compartments or divisions there was a wooden figure holding a mallet in the right hand; these mallets were arranged to strike upon a drum in the lower storey, and upon a gong in the upper one. When the vehicle had traversed a certain predetermined distance the lower figure struck the drum with its mallet, whereupon a cog-wheel made a revolution. When a distance of 10 miles had been covered the upper figure struck the gong with its mallet. In some cases this Chinese taximeter car was also fitted with a compass, which owing to the total lack of land marks and signposts, was of great value to the Colonial "chauffeur" of that time. A magnet was also provided; it was located in a small box, and influenced a block upon which there was fastened a small jade or wooden figure, the contrivance of which always pointed the south.

**PROPOSED JUDGMENT REVERSAL.****INTERESTING CASE IN COURT.**

In the Supreme Court, this afternoon, the Chief Justice (Sir Francis Pigott) presiding, Fu Chung Tang, trading as the Tai Tuk Tang Birk, applied for a motion to set aside a judgment delivered against them in favour of the Tung Shing Wo firm on the ground that, inter alia, the defendants have never existed, nor had they a place of business, or that any of the partners had ever resided in this Colony. And that the debts in respect of the actions which had been brought—if any at all—were in the Empire of China, and not in Hongkong.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the Tai Tuk Tang Bank. Mr. M. W. Slade, instructed by Mr. Crowther Smith, of Messrs. d'Almeida and Smith, acted for the Tung Shing Wo firm.

In this case the Tai Tuk Tang Bank, it is believed, as the result of that action, had judgment entered against them for \$47,222.22.

Mr. Pollock after reading the affidavits in the original action, proceeded to argue his case, maintaining that the petitioners had no place of business in the Colony at the time of the action.

The Chief Justice—Time for setting aside—Mr. Pollock stated that he did not know until several months afterwards that judgment had been entered against him.

Mr. Slade stated that Mr. Pollock raised that point in January. In the Wing Sang firm case all those points had been set up. Nothing had been done until now.

Mr. Pollock said that when it came to wading through all the affidavits a good deal had been done.

The Chief Justice—Are you in time?

Mr. Pollock—We are within six months.  
The Chief Justice—To move to set aside a judgment you must move as soon as possible, if not you are held to acquiesce.

Mr. Pollock observed that the Court would see the difficulty he had to contend with, judgment at having been entered against him without his knowledge.

The Chief Justice—You will have to satisfy me that you are within reasonable time.

Mr. Pollock said he would and proceeded to cite authorities on the point.

Mr. Slade addressed the Court on behalf of the defendant.  
Case adjourned.

**THE ANTI-OPIMUM CRUSADE.****OUR MORALS AND OTHER PEOPLE'S MONEY.**

Sir Frank Swettenham, in the course of a letter to *The Times* regarding the resolution passed by the House of Commons respecting the Opium Trade on 6th ult., writes:—

The mover of the resolution is reported to have concluded his speech by urging the Colonial and Foreign Offices "to imitate their example and endeavour not to reduce but to put an end to the use of opium." The example to be imitated is that of the Americans in the Philippines, where the conditions are so different that, whereas the Americans take effective steps to limit or prevent the immigration of Chinese, the British colonies encourage Chinese immigration, and only last year over 227,000 Chinese arrived in Singapore. The Under-Secretary for the Colonies described the terms of the motion incorrectly, for he said the places mentioned in the resolution included the Federated Malay States, which are not a British colony, but consist of four protected States ruled by Malay Sultans. The object of the resolution is avowedly to put an end to the use of opium in the Eastern Crown Colonies, and Colonel Seely, speaking to the motion—with which he expressed his entire sympathy—remarked, in reference to the certain loss of revenue, that "when it was a case of our own morals and other people's money, that made all the difference." Most people will regard this as a pertinent reflection, with a wider application than the forcible suppression of opium smoking in the Eastern colonies.

The opium habit, when indulged to excess, is a bad and harmful practice, but the members of the last Royal Commission on opium went more thoroughly into the question, and spoke with greater authority than will be the case with any local commission. Setting aside the large revenue losses, which the people of the Eastern colonies will have to make good as best they can—perhaps by means of a scientific tariff involving the taxation of British and foreign manufactures—it is questionable whether the consumption of opium can be suppressed by law. It also remains to be seen whether consumers of opium, deprived of the drug, will not contract the habit of drinking intoxicants, and perhaps carry that to greater excess with worse result. The experiment may involve something more than "our own morals and other people's money."

Those who have acquired the habit of drinking intoxicants find it difficult to exert the self-control necessary to give up the practice. In the case of opium it is infinitely more difficult, and I venture to think that if the import of opium into the Straits were absolutely prohibited a very large and lucrative trade in smuggled opium would immediately spring up. Nothing will be easier so long as there is an opium monopoly within a thousand miles or more, in any part of the Netherlands Indies, for instance. The way to stop the eating and smoking of opium is to prevent the cultivation of the poppy in India, China, and Persia—in fact, throughout the world. As long as opium is grown those who want it will have it, and some will find its way to open British ports with a large Chinese population. It must not be forgotten that the Colonial Governments have no preventive service; that is all supplied by those who hold the monopoly of preparing and retailing the drug.  
It may not have been noticed that in Singapore, where Colonel Seely says that half the revenue is derived from opium, that was last

year 97 licensed shops for the retail of chandu (i.e., opium prepared for smoking) and 449 rooms licensed for smoking. In Penang the numbers were 19 and 72. At the same time there were in Singapore 100, and in Penang 48 licensed public houses for the sale of European liquors, with 460 and 212 houses respectively for the sale of non-European liquors. Having regard to these figures and the practical certainty that less opium, or no opium at all, will lead to the consumption of more spirits, to suppress the one and do nothing to suppress the other might raise doubts as to the honesty of the best intentions.

The House of Commons is unanimous that money lost, even if it be other people's money, is nothing compared with moral ruin. The Straits Settlements have for very many years contributed one-fifth of their annual revenues to Imperial defence purposes, and it will be a source of genuine satisfaction to the Treasury and Colonial Offices to be able to tell the people of the Colony that, as they must lose half their revenue the Imperial Government will decline in future to accept from them any contribution towards the cost of Imperial defence. The colonists will then appreciate Colonel Seely's reference to our morals and other people's money, and they will be grateful for, while their morals are as good as those of other people, their means of raising new revenue are very limited, and, unless I am misinformed, they are suffering from a trade depression greater than any known to the present generation of Straits people.

**THE PROPOSED INTERNATIONAL CONFERENCE.**

The important negotiations which have been quietly carried on by the State Department at Washington respecting an International Conference on opium for the last two years have just been completed. While a broad agreement between the Powers has been reached in principle, the details have yet to be considered, so that it may be some months before the conference meets; but the State Department hopes to have matters in such a concrete shape, that the scope of the agreement can be laid before Congress before the end of the present session and that body can make the necessary appropriation for the expenses of the American delegates. No conclusion has been reached as to the number of delegates to which each country will be entitled, but three will probably be agreed upon; nor has the place of meeting been determined, but opinion inclines towards Shanghai as affording the largest facilities for an intimate study of the question. The American Government looks at the matter from the moral standpoint, and believes that it is a question of such far-reaching moral effect that all other considerations will have little weight against the beneficial results which, it is hoped, will follow from the suppression of the opium traffic.

The Dutch Colonial authorities, in order to fight the opium scourge, meditate extensive experiments with a new medicament called "Combreium Sundacicum," which grows abundantly in Sumatra, the dried leaves of which are claimed to arouse absolute aversion from the drug.

**MR. LAIDLAW'S VIEWS.**

Mr. R. Laidlaw, M.P., who failed to catch Mr. Speaker's eye in the recent debate, has sent his views to a contemporary. He tells of his recent visit to the Straits and Federated Malay States, and goes on to state:—

We have taken a most important step. The declaration that the social and moral well-being of the peoples of the East must come before revenue considerations marks a great and important change in our attitude to this question. The Indian Government are moving by reducing the area of cultivation and shipments to China. Our own Colonies and settlements in the East have lagged somewhat behind, and it was greatly feared that they would be difficult to move; but the statement made by Colonel Seely, the Under-Secretary for the Colonies, was eminently reassuring and satisfactory. His assurance that instructions had been telegraphed to Hongkong that our Colony must conform to China's action and close all the dens of vice; the decision of the Government to adopt nearly all of the recommendations made by the Ceylon Commission, and promise to give prompt and serious attention to the recommendations of the Straits Commission as soon as it comes to hand—all this is cheering news to those who have for many years fought strenuously in this cause. Colonel Seely's statement is only open to one criticism. He said that as the return from opium formed so large a proportion of the revenue in the F. M. S. and Straits Settlements, progress might be more slow than it otherwise might be. While it is a deplorable fact that opium, gaming licences, and other forms of vice form about half the revenue, there would be no great difficulty in making it up from other sources. There is little excuse for delay on these grounds. The Federated Malay States are relatively the richest in the world; they have not a penny of debt, their revenue has for years largely exceeded the expenditure, and they have accumulated revenue to the extent of some 10 millions sterling.

The statement of the police made at the Anti-Opium Society meeting that there is no such thing as an opium den in England is not exact. Opium dens flourish in London, and one is informed by a correspondent, who has given much time to investigating the subject, that there have been found to exist in pretty well all our big ports to which Chinese sailors come. The subject is to be taken head at once. Mr. T. C. Taylor, M.P. for Batterly, is chairman of a committee of members representative of all political parties, which is to press the matter forward.

**HONGKONG'S REVENUE.**

On the 12th ult., Mr. Williams asked the Under-Secretary for the Colonies what was the revenue of Hongkong derived, either directly or indirectly, from the sale of opium; and what was the revenue from other sources.

Colonial Secretary: The figures for 1907 are as follows:—Revenue derived from opium, £1,151,939; revenue from all other sources, £1,255,550.

**Today's Advertisements.****DOUGLAS STEAMSHIP COMPANY LIMITED.****FOR SWATOW, AMOY AND FUSHOE.****THE Company's Steamship****"HAITAN."**

Captain Roach will be despatched for the above Ports on TUESDAY, the 16th instant, at 2 o'clock P.M.

For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.,**  
General Managers.  
Hongkong, 12th June, 1908. [503]

**"BEN" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.****S.S. "BENVORLICH,"**  
**FROM MIDDLESBRO, LONDON AND STRAITS.**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 12th June, 1908. [504]

**YUNNAN AFTERMATH.**

The Princes and high officials of the Central Government have been in daily consultation concerning the reorganization of Yunnan. The N. C. D. News learns that they have arrived at the following decision:—

(1) To offer a heavy reward for the capture of Hupog Pa, the anti-monarchist chief, and others of the organization.

(2) To reorganize the army of Yunnan on a permanent basis.

(3) Hoken and Mengze to be strongly garrisoned.

(4) The Generals and officers who distinguished themselves during the recent operations to be adequately rewarded.

(5) The inhabitants of the disturbed district who have suffered from fire and sword to be given relief.

(6) To make arrangements with the French Government, so that it will be impossible for the characters to cross the frontiers.

**COMMERCIAL.****WEEKLY SHARE REPORT.**

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write under this afternoon's date:—

Since the issue of our last report, there has not been any important changes in our share market, and but few transactions have taken place during the interval. Rates, however, generally maintain a firm tendency.

Banks—Hongkong and Shanghai Banks continue to rule steady at \$70 at which rate sales have been effected. The London quotation has risen to £77.

Marine Insurance.—Canton can still be obtained at \$135, and North China at \$175. Unions are easier at \$795, without business to report. In the North, Yangtzes can be placed at \$150.

Fire Insurance.—During the early part of the week, China Fire could be placed at \$93, but at the close there are buyers at \$92. Hongkong Fire remains steady at \$115.

Shipping.—Douglases have declined to \$374, closing with sellers at the rate. Hongkong, Canton and Macao Steamboats have eased down to \$294, at which rate they are obtainable. F. M. S. Transports are firm and can be sold at 45/.

Refineries.—In stocks under this heading we have no changes to report.

Mining.—Chinese Engineerings have improved to \$116, but sellers prevail at the rate. Rubbers are slightly easier and can be secured at \$8.

Docks, Wharves and Godowns.—Sales of Whampoa Docks have taken place at the improved rate of \$108, closing quiet at \$107. Kowloon Wharves are steady at quotation. Shanghai Docks have buyers at \$118, while Hongkong Wharves are on offer at the improved rate of \$113 1/4.

Lands, Hotels and Buildings.—Hongkong Lands are offering at \$100, while H. M. S. Estates are in demand at \$10, but none are obtainable. There are buyers of Shanghai Lands at the advanced rate of \$14 1/2.

Cotton Mills.—Hongkong Cottons are quiet at \$11. Ewos are unchanged. Other stocks under this heading are unaltered and without business to report.

Miscellaneous.—China Borneos can be placed at \$14 1/2. China Light and Power have changed hands at \$64, and there are further buyers at the rate. Sales of China Provident have been effected at \$9. Numerous sales of Green Island Cements have taken place at \$14 1/2, closing with probable buyers at \$14. There are buyers of Hongkong Ropes at \$25. Langkats are somewhat easier and have sellers in the North at \$12 1/2.

Exchange.—The Banks selling rate on London is 1/10 1/2 on demand. The T. F. rate on Shanghai is 7 1/2.

Dividend Payable.—Langkat—Second instalment of the 1907 dividend, payable in Shanghai on the 15th inst.

**Today's Advertisements.****HONGKONG HOTEL.****—MENU—**

SATURDAY, 13th June, 1908

**DINNER**

HORS D'OEUVRES.

Cod's Roe on Toast.

SOUP.

Gravy Soup.

FISH.

Pier Cullet and Piquante Sauce.

**ENTREES.**

Jugged Hare and Red Currant Jelly.

Beef Olives.

Chicken and Macaroni Patties.

CURRY.

Foremeat.

JOINTS, &amp;c.

Roast Lamb and Mint Sauce.

Roast Capon and Celery Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Potted Corned Beef and Mixed Salad.

**SWEETS.**

Vermicelli Pudding.

Vanilla Ice Cream and Finger Cakes.

Tapioca Cake.

Custard Straws.

**DESSERT.**

Coffee, Fruits. [500]

**THE TRADE MARKS ORDINANCE, 1898.**

NOTICE is hereby given that ALBERTO DEMEE BARRETO, a partner of the firm of CRUZ BASTO & Co., of Hongkong, Merchants, has, on the 1st day of May, 1908, applied for the registration, in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

A five-pointed Star within a Crescent and the words Red Crescent and Star Brand; in the name of CRUZ BASTO & Co., LTD., of Hongkong, Merchants, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since the month of October, 1906, in respect of CAMPHOR in Classes 1, 2, 3 & 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of June, 1908.

**WILKINSON & GRIST,**  
Solicitors for the Applicants. [501]

**PUBLIC AUCTION.**

THE Undersigned have received instructions from THE UNDERWRITERS, to sell by

**PUBLIC AUCTION,**

FOR ACCOUNT OF THE CONCERNED, ON

**MONDAY,**

the 15th June, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, THE WRECK OF THE BRITISH RIVER STEAMER "POWAN,"

as the now lies submerged near Cap-sui-mun Pass, off Lantau Island, (in One Lot), and afterwards on the Hongkong, Canton and Macao Steamboat Co.'s Wharf at 2 P.M. on the same date a quantity of Ship's Appurtenances salvaged from the Wreck.

Comprising:—  
COMPASSES, BLOCKS, 3 LIFE BOATS, BRASS, TELEGRAPH CONNECTIONS, DECK AWNINGS, STANCHIONS, SIDE-LIGHTS, HANDPUMP, TABLE WARE, &c., &c.

TERMS:—Cash on date of Sale, the Hull to be at Buyer's Risk on fall of the Hammer, the salvaged Ship's Appurtenances to be cleared the following day.

No Cargo is being included in this Sale.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 11th June, 1908. [501]

**PUBLIC AUCTION.**

THE Undersigned have received instructions from THE REGISTRAR, Supreme Court, to sell by

**PUBLIC AUCTION,**

ON

**MONDAY,**

the 15th June, 1908, at 2.30 P.M., at No. 3, Punjab Buildings, Kowloon,

THE WHOLE OF THE HOUSEHOLD FURNITURE, THEREIN CONTAINED.

Catalogues will be issued.

TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 12th June, 1908. [502]

**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamer

**"SARDINIA."**

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. F. J. ABBOTT, Acting Superintendent.  
Hongkong, 12th June, 1908.

**Intimations.****THE ROBINSON PIANO CO., LTD.****SPECIALISTS IN****High Class Pianos**

BY THE

**Leading Makers**

OF THE

**WORLD.****STEINWAY.****BECHSTEIN****BRINSMEAD.****WERNER.**

and other makes of repute.

**ALL PIANOS SPECIALLY CON-**

STRUCTURED FOR TROPICAL

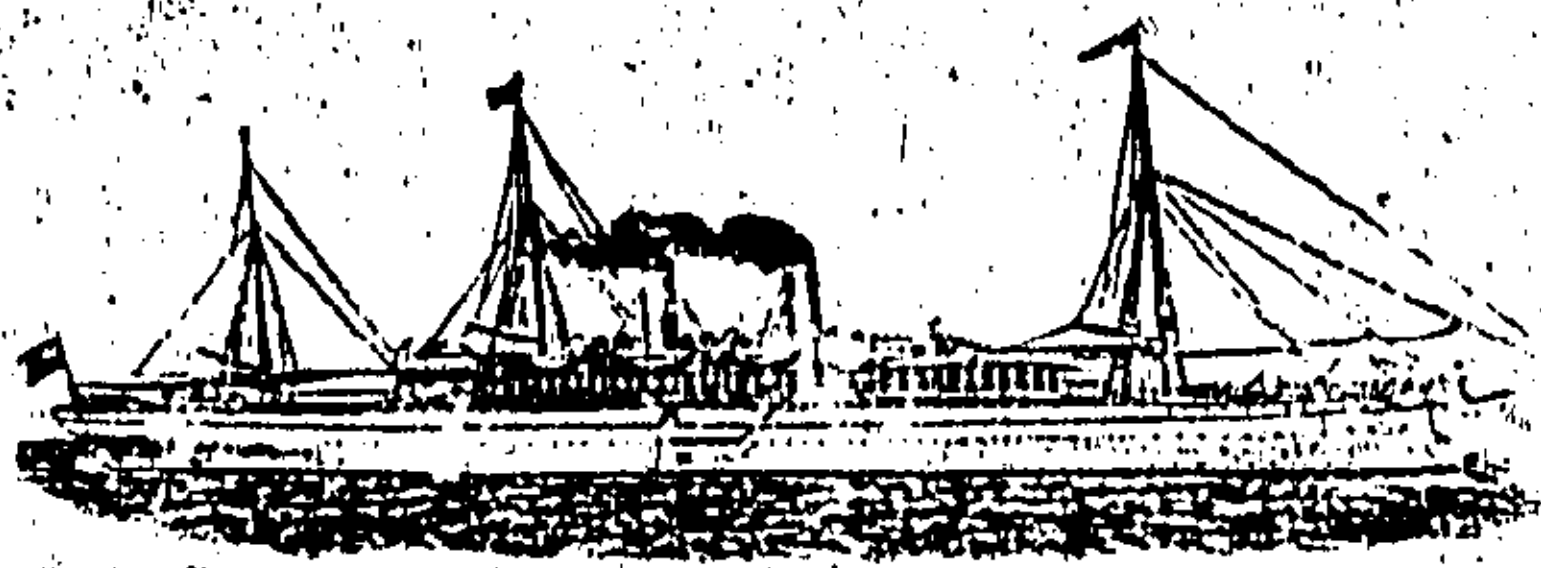
CLIMATES AND FULLY

GUARANTEED.

**Special Prices for Cash**



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.  
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA".....	6,000	SATURDAY, June 13th	July 4th
"LENNOX".....	3,700	THURSDAY, June 18th	July 7th
"EMPRESS OF JAPAN".....	6,000	THURSDAY, July 4th	July 25th
"MONTEAGLE".....	6,165	SATURDAY, July 11th	Aug. 4th
"EMPRESS OF CHINA".....	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG".....	3,700	SATURDAY, Aug. 8th	Sept. 6th

THE Quickest route in CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND CANAL OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatine, M. K. S. Steamships, 14,000 tons, register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate, via Canadian Atlantic Ports or New York £40. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. GRADDOCK, General Traffic Agent, for China, &c., Corner Pender Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	WANGHANG	SUNDAY, 14th June, Daylight.
SHANGHAI	HANGSANG	WED'DAY, 17th June, Noon.
SANDAKAN	MAUSANG	WED'DAY, 17th June, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NANJANG	TUESDAY, 23rd June, Noon.
S'GAPOR, PENANG & CALCUTTA, FOOHSANG	YUEHSANG	FRIDAY, 26th June, 4 P.M.

RETURN TO US TO JAPAN. OCCUPYING 24 DAYS. The steamers Kulsang, Namsang and Fooksang leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Peking, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dulu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 12th June, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY & SHANGHAI	"NANCHANG".....	13th June—4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN and other AUSTRALIAN PORTS	"TSINAN".....	15th "
CEBU & ILOILO	"KAIYONG".....	16th "
MANILA	"TEAN".....	16th "
AMOY & SHANGHAI	"KUKIANG".....	16th "
CHEFOO & TIENTSIN	"HUICHOW".....	17th "
HOIHOW & HAIPHONG	"CHILHI".....	18th "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th June, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Galley—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 13th June, at Noon.
RUBI	3540	Almond	"	SATURDAY, 20th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th June, 1908.

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN FOR S. PLIMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.

## THE Steamship "DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 13th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S. S. *Delhi*, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Delhi*, due in London on 26th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 12th June, 1908.

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

## THE Steamship "CARDIGANSHIRE"

will be despatched for the above Ports on the 20th June, 1908.

To be followed by S.S. "CARNARVONSHIRE" sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th June, 1908.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	Garlick	1st July, 1908.
Saville	6,232	Shotton	23rd July.
Kamurik	6,232	Cowley	19th Aug.
Shawmut	9,600	Roberts	12th Sept.

## CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DECTOR AND STEWARDRESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers.—The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

\* Steerage Passengers only.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 10th June, 1908.

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIO ON S.S. CO., LD., No. 5, Queen's Road West, Hongkong, 1st July, 1908.

## Shipping—Steamers.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

## THE Steamship "ALDENHAM."

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th June, 1908.

## THE AMERICAN AND ORIENTAL LINE

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

## THE Steamship "OCEANO."

will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 12th June, 1908.

## Intimations.

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence. Evening engagements for Dances and Concerts.

Apply to—E. J. LOPES, C/o Hongkong Telegraph Office.

Hongkong, 9th March 1908.

## A. CHAZALON &amp; CO.

6, QUEEN'S ROAD CENTRAL.

## A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE, BREAKFAST BACON, CALF'S HEAD & HAM, PEAS & HAM, PORK, MUTTON & VEAL CUTLETS, CHICKEN & HAM, VEAL & GAME PATES, MUTTON & CHICKEN CURRY, ASSORTED S. UPS, FRENCH JAM & FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.35 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 28th April, 1908.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.

## NIGHT CARS on Week Days.

Extra cars at 11.15 p.m., 11.30 p.m. and 11.45 p.m.

## SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 5th June 1908, per 5 Alex.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa B	20
"Comed—Ham Ngau Yuk	19
"Roast—Shiu	20
"Breast—Ngau Lam	15
"Soup—Tong Yuk	15
"Steak—Ngau Yuk Pa	20
"Sirloin—Ngau Lau	28
"Sausages—Ngau Yuk Chong	26
Bullock's Brains—Know	10
"Tongue fresh—Ngau Li	50
"Corried—Ham Ngau Li	55
"Head—Ngau Tau	80
"Heart—Ngau Sum	14
"Hump, Salt—Ngau Kin	18
"Feet—Ngau Kook	10
"Kidneys—Ngau Yiu	10
"Tail—Ngau Mei	17
"Liver—Ngau Con	12
"Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	\$1.00
Mutton Chop—Yeung Pai Kwat	22
"Leg—Yeung Pai	22
"Shoulder—Yeung Shau	20
Pigs' Chutlings—Chi cheong	23
"Brains—Chi Kook	23
"Feet—Chi Kook	12
"Fry—Chi Chak	13
"Head—Chi Tau	15
"Heart—Chi Sum	9
"Kidneys—Chi Yiu	7
"Liver—Chi Kon	24
Pork Chop—Chi Pai Kwat	24
"Comed—Ham Chu Yuk	—
"Leg—Chu Pei	23
"Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	50
"Keok—Yeung Sum	10
"Kidneys—Yeung Yiu	10
"Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
"Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
"Sausages—Ngau Chai Yuk Tong	20

## POULTRY.

Chicken—Kai Chai	28
Capon, Large, Small—Sin Kai	30
Ducks—Ap	21
Doves—Pan Kas	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	32
"Hainan—Hoi Nam Kai	28
Geese—Nga	20
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
"Hoihow—Hoihow Pak Kup	6
Quail—Um Chun	—
Rice Birds—Wo Fa Cheuk	doren
Saipes—Sa Chai	each
Turkeys, Cook—Fo Kai Kung	per lb
"Hen	"Na
Wild Ducks, Shanghai, Sai-ap	pair
Teal, Shanghai, Siu Ap Chai	—
Wild Ducks Canton—Sang Shing Siu Ap	per pair

## FISH.

Barbel—Ka Yu	11
Bream—Jin Yu	11
Canton Fresh Water Fish—Hoi Sin Yu	16
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	12
Crabs—Hai	16
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	10
Dog Fish—Tui Te Su	9
Eels, Conger—Hai Man Yu	15
"Fresh water—Tam Siu Yu	16
"Yellow—Wong Sin	24
Frogs—Tien Kai	31
Garoupa—Sek Pan	48
Gudgeon—Pak Kup Yu	12
Herrings—Tso Pak	18
Halibut—Cheung Kwan Yu	24
Labrus—Wong Fa Yu	27
Loach—Wu Yu	15
Lobsters—Lung Ha	28
Mackerel—Chi Yu	21
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Shing Hoo	20
Parrotfish—Kai Kung Yu	15
Percch—Tau Loo	14
Pike—Fa Paw Poong	8
Plaice—Bin Yu	18
Pomfret, Black—Hak Chong	21
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	48
Ray—Pai Pa Sa	9
Rock Fish—Sek Kau Kung	14
Roach—Chun Yu	28
Salmon, (Cton), fresh water—Ma Yu	18
Yi	18

## Fruits.

Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	22
Soles—Tat Sa Yu	28
Teach—Wan Yu	18
Turbot—Cho Hoi Yu	22
Turtles, small, fresh water—Kook Yu	60
White Rait—Ngau Yu Chai	17

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheung Hoi Ah	
Chi Chuk	8
Beans, (French) Macao—Oh Moon Pin	8
Tau	
Beans, (French), Shanghai—Sheung Hoi	
Pin Tai	
Beans, Sprout—Ah Choi	8
Beans, Long—Tau Kok	0
Beet Root—Hung Choi Tau	each
Brijals, Green—Cheng Yuen Ker	8
Brijals, Red—Hung Ker	8
Brassica—Pak Choi	0
Bamboo Shoots—Chook Shuo	2
Cabbage, Chinese, com.—Kai Choy	8
Cabbage, Red—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	8
Cane Shoots, bunch—Kau Shun	0
Cauliflower, Large size—Tai Yeh Choi	
Fa	each
Cauliflower, Medium size—Cheung Yeh	
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	
Carrots—Kam Shun	0
Celery, Chinese—Tong Kan Choy	0
Celery, English—Pau Yeung Kan Choi	6
Celery, White—Pau Yeung Kan Choi	0
Chillies, Dried—Con Lat Ch u	
Rod—Hung Fa	
Green—Cheng Lai Chiu	
Curry Stuff, English—Ka Lee Choi Liu	
Cucumbers—Cheng Kwa	15
Bitter Squash—Fu Kwa	
Garlic—Suen Tau	
Ginger, young—Sun Tsz Keung	
Old—Lo Keung	
Horse Radish, Shanghai—Lik Kan	8
Indian Corn—Suk Mai	each
Lettuce—Yeung Sang Choi	0
Water Chestnuts—Ma Tai	
Mandarin—Kwei Lum Ma Tai	
Musk Lemon	1
Mushrooms, Fresh—Sang Cho Kho	4
Onions, Bombay—Yeung Chung Tau	6
Green—Sang Chung	8
Shai—Sheung Hoi Chung Tau	2
Japan—Yat Poon	each
Okroes—Mo Ker	
Parley, English—Yeung Un Sai	8
Grass Pea	4
Green Peas—Cheng Tau	0
Potatoes, Sweet—Fan Shu	9
Shanghai—Sheung Hoi Shu	6
Tsai	4
Japan—Yat Poon Shu Tsai	4
American—Fa Ki	8
Foochow—Fak Chau Shu Tsai	8
Macao—Oh Moon	2
Pumpkin—Toong Kwa	
Radish—Hung Lo Pak Tsai	8
Rhubarb	
Shallots—Con Chung Tau	
Spinage (Chinese)—Pau Choi	3
Spinach—Yin Choi	0
Tomatoes—Fan Ker	
Taro—Wu Tan	
Turnips, Pus-4l (Long)—Low Pak	
English—Yeung Low Pak Tsai	
Vegetable Marrow—Chit Kwa	
Water Cress—Sai Yeung Choi	
Calrops—Lan Kok	
Lily Roots—Lis Ngau	
Yams—Tai Shu	
Sage	

The prices occasionally vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

C. Mc J. AGAR







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$115	\$1,000,000	\$2,000,387	Final of 1/2 on old and 1/10 on new shares for year ending 31.12.07	5 1/2 %	\$75 1/2 London 277
National Bank of China, Limited	10,025	£7	£6	\$12,735	\$71,493	\$2 (London 3/6) for 1907	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	£250	£50	\$1,000,000	none	\$20 for 1906	8 1/2 %	\$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 204,414	Interim of 7/6 ex 2/12 for 1907	6 %	Tls. 77 1/2
Union Insurance Society of Canton, Limited	2,400	£250	£100	\$3,000,000	2,536,011	Final of 1/10 making 5/5 for 1906 and Interim of 1/10 for 1907	5 1/2 %	\$79 1/2
Yangtze Insurance Association, Limited	12,000	£100	£50	\$1,000,000	\$91,763	1/10 and bonus 1/10 for 1906	10 %	\$150 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	£100	£50	\$1,000,000	\$74,432	\$6 and bonus 1/10 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	\$1,000,000	\$428,027	\$27 for 1906	8 1/2 %	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	£25	£25	\$7,000	\$1,053	\$1 for 1906	...	\$15
Donghai Steamship Company, Limited	10,000	£50	£50	\$50,000	Nil	\$4 for year ending 30. 1907	10 1/2 %	\$37 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	£15	£15	\$75,000	116,437	1/2 for and half-year making in all 1/2 for year ending 31.12.07	7 1/2 %	\$29 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$50,000	£3,694	1/10 for 1906 @ ex 2/12 = \$2.14 per share	3 1/2 %	\$38 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	Tls. 43 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	£1,871	Second interim of 1/10 (Coupon No. 9, for 1907)	4 1/2 %	Tls. 51 1/2
Star Ferry Company, Limited	10,000	£10	£10	\$100,000	\$98	1/10 for year ending 31.12.07	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000	£18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	£100	£100	\$1,000,000	10,318	1/8 for year ending 31.12.07	...	\$128
Larson Sugar Refining Company, Limited	7,000	£100	£100	\$700,000	none	1/10 for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 1 (8 1/2) for year ending 31.12.06	...	Tls. 77 1/2 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	\$10,000	£11,556	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 15 1/2 buyers
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$10,000	£11,358	No. 12 of 1/10 = 48 cents	...	\$8
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fedwick (Geo.) & Co., Limited	18,000	£25	£25	\$45,000	\$3,726	1/10 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	£50	£50	\$300,000	\$3,556	Final of 1/10 making 1/10 for 1907	6 1/2 %	\$52
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$500,000	\$44,444	Final of 1/10 making 1/10 for 1907	7 1/2 %	\$108
Shanghai Dock and Engineering Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 %	Tls. 88 buyers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 229 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	£25	£25	\$250,000	\$10,008	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$22 sellers
Central Stores, Limited	10,000	£15	£15	\$150,000	\$9,178	\$1.80 for 1906	...	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	£50	£50	\$600,000	\$24,975	Final of 1/10 making 1/10 for 1907	7 1/2 %	95
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	\$1,000,000	\$36,915	Final of 1/10 making in all 1/10 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	\$100,000	£4,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	10,000	£50	£50	\$500,000	1653	1/10 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	6 1/2 %	Tls. 119 buyers
West Point Building Company, Limited	2,500	£50	£50	\$125,000	\$1,541	Final of 1/10 making in all 1/10 for year ending 31.12.07	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£10	£10	\$150,000	\$14,259	50 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 85,519	Tls. 6 for year ending 30.9.06 (8 1/2 %)	...	Tls. 63 buyers
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	none	Tls. 8 for 1906	...	Tls. 77 1/2
Soy Chee Cotton Spinning Company, Limited	4,000	Tls. 500	Tls. 500	Tls. 2,000,000	Tls. 50,663	Tls. 50 for 1906	...	Tls. 260
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	\$107,250	£638	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	10,000	£12	£12	\$120,000	Nil	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	10,000	£10	£10	\$100,000	\$25,000	60 cents for year ending 18.2.06	8 1/2 %	61 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	\$1,250,000	\$3,553	80 cents for 1907	8 1/2 %	\$9 sales
Dairy Farm Company, Limited	25,000	£7 1/2	£6	\$187,500	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	10,000	£10	£10	\$100,000	\$5,740	Final of 75 cents making in all 1/10 for 1907	11 1/2 %	5 1/2
H. Price & Company, Limited	12,000	£10	£10	\$120,000	\$251	75 cents for 31.12.07	4 1/2 %	5 1/2 buyers
Hall & Holtz, Limited	11,000	£20	£20	\$220,000	115,002	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	\$600,000	\$9,311	1/10 and bonus 20 cts. for year ending 29.2.06	7 1/2 %	\$15 1/2 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	\$125,000	\$4,578	Final of 1/10 making in all 1/10 for 1907	8 1/2 %	\$225 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	£10	£10	\$100,000	\$8,191	Final of 1/10 making in all 1/10 for 1907	8 %	\$25 buyers
Maatschappij tot Exploitatie van Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 27,127	Interim of Tls. 10 for 1st quarter	6 1/2 %	Tls. 520 buyers
Peak Tramways Company, Limited	25,000	£10	£10	\$250,000	\$7,314	80 cents on fully paid shares and 6 cents on 1/10 paid shares for year ending 30.4.08	6 1/2 %	\$14 1/2
Peak Tramways Company (new)	25,000	£10	£10	\$250,000	Nil	None	...	\$8
Philippine Company, Limited	75,000	£10	£10	\$750,000	Nil	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 109 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 90 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 380 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$327,000	Tls. 58,332	Final of 1/10 making in all 1/10 for 1907	6 1/2 %	\$23 buyers
South China Morning Post, Limited	6,000	£25	£25	\$150,000	\$4,934	40 cents for year ending 31.5.07	6 1/2 %	\$6
Steam Laundry Company, Limited	20,000	£5	£5	\$100,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 77 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Nil	50 cents for 1907	6 1/2 %	\$11
Union Waterboat Company, Limited	50,000	£10	£10	\$500,000	\$1,360	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders' shares for year ending 31.5.07	6 1/2 %	\$23
United Asbestos Oriental Agency, Limited	10,000	£10	£10	\$100,000	16,38	Final of 30 cts making 60 cents for year ending 31.12.07	6 %	\$10
Watson, (A. S.) & Co., Limited	90,000	£10	£10	\$900,000	Nil	Final of 30 cts making 60 cents for year ending 30th June, 1907	...	\$1 1/2 buyers
William Powell, Limited	15,000	£10	£10	\$150,000	Nil	...	...	...

\* These shares are entitled to half of the profits.

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1850

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

&amp;c. &amp;c. &amp;c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, CALCUTTA, SHANGHAI,  
11, John Street, Bedford Row, W.C. 59, Bantock Street. 566, Nanking Road.

Hongkong, 4th March 1908.

SWATOW DRAWN WORK

COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE  
LINEN, GRASS CLOTH, &c.

all of the best quality.

ALSO

SWATOW BEST PEWTER-WARE.  
CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 10th October, 1907.

O. C. MOOSA,

1 &amp; 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND  
SPLENDID STOCK OF

FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

BLK. AND TAN GLACE KID.  
from the best American Manufacturer.

## TYPEWRITERS

FOR SALE, REPAIR AND HIRE.

PRICE VERY CHEAP.

## NEW BICYCLES

('HUMBER')

\$100. each

Repair Undertaken.

## MOTOR LAUNCHES

FOR HIRE

from \$2 per hour.

SOLE AGENT FOR

THE

FAMOUS HUMBER

CYCLES.

DRAGON CYCLE

DEPOT,

NOTE NEW ADDRESS:

33 &amp; 35 DES VOUX ROAD.

Hongkong, 14th May, 1908.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS  
and JACKETS.Samples on application. Coast  
ports orders carefully executed.

11, Bantock Street, January, 1908.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1907.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state  
that she will be pleased to receive orders for  
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars  
and Cuffs renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.The Superiores will also be most anxious  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools  
who are taught by the Sisters.

Upperville, 12nd April, 1908.